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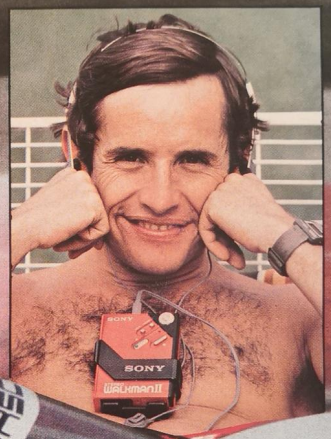

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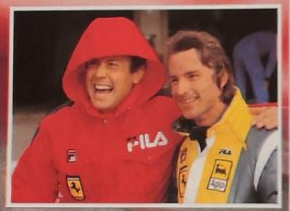

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nd·Prix INTERNATIONAL

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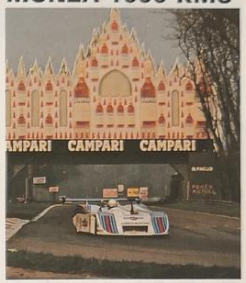

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Michele Alboreto and Riccardo Patrese both lead the World

Endurance championship at one time or another. Neither of the two Formula One men won the title however, but we asked them how they found the new Group C championship in comparison to the hustle and bustle of Formula One to which they are more accustomed.

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GROUP C EXPLAINED
With the 'Yellow Book' in one hand, we've picked out some of the salient points in the Group C regs so that you may understand a little more about the Group C endurance championship and its younger brother, Group C Junior.

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ICKX IN THE DESERT

As you'll read later in this issue, Jacky Ickx will be taking part in his third Paris-Dakar trans-Sahara desert race starting on January 1. Ickx will again be partnered by actor Claude Brasseur, and the two will be driving a Mercedes 280 GE four wheel drive cross country vehicle. For the new World Endurance champion, the Paris-Dakar is the ultimate event in terms of enjoyment.

COOPER'S PORSCHE GRID?

John Cooper, winner of the Group 5 class at Le Mans for the past two years, was hoping to go into Group C next year, but unless he can find sponsorship, his ambitious plans may have to be aborted.

"At first I was going to buy a Porsche 956, but as I had the engines anyway from my Porsche 935, I thought I could use them in a specialist chassis. So I discussed the idea with Ian Dawson of GRID, and it seemed that we might run a Porsche GRID. But I'm a bit short of money now, so I'm looking for sponsorhip. If you know anyone who needs a driver, let me know."

Cooper, however, still intends to race his Porsche 935, particularly in places where the sun is shining. *"Hey,"* he said with enough enthusiasm to drive the clouds away. *"have you heard about this IMSA race in Miami in February? Well, I think that sounds like a good idea, don't you? I think I'll probably do that one."*

LOLA'S LE MANS PUSH

"I believe that with a development of our existing car, Cosworth's turbo engine and the right money, we could beat the works Porsche at Le Mans." So said Lola long distance driver Guy Edwards early in December, for Guy is already seeking "the right money" to do just that.

In fact Guy will be concentrating his efforts on Le Mans next year, *"I want to win that race, to do it properly, so my priority will be Le*

Mans and then the rest of the championship. I would prefer to do straight line tests and 24 hours tests at Ricard than do other races, just so that we can win Le Mans.

"Lola are behind me in this. We had a good car last year (it was second quickest down the Mulsanne straight in practice) *and we'll be using a development of that in 1983. I hope that we'll have a two car team, and that the cars will be powered by Cosworth's V8 turbo. I also hope that Rupert Keegan will drive with me again next year, and I shall try and keep the whole thing British."*

LE MANS 24 HOURS 1923-1982

This year, as many of you will know, was the 50th anniversary of the first Le Mans 24 hour race. It wasn't the 50th race because it wasn't run in 1936, nor between 1940 and 1948. But to celebrate this important milestone, Publi Inter, who have published previous books on the 24 hour classic, have brought out a sumptuous edition on these first 50 years of races. Christian Moity, Jean-Marc Teissedre and our own chief editor have recounted each year's race, augmenting the story of how the race was run with interesting historical facts and very thorough results tables. There are 300 pages, more than 500 illustrations (many never previously published) and twenty signed water-colour paintings by Geo Ham. Although the majority of the text is in French, the captions are also in English. It is published by Publi Inter, 75, rue Voltaire, 92532 Levallois Perret Cedex. Tel: 739.93.60. Telex: 612942 PUBLINT. The price is 350 French francs, £31.25 at 11.20 francs to the £.

GANLEY IN TIGA C

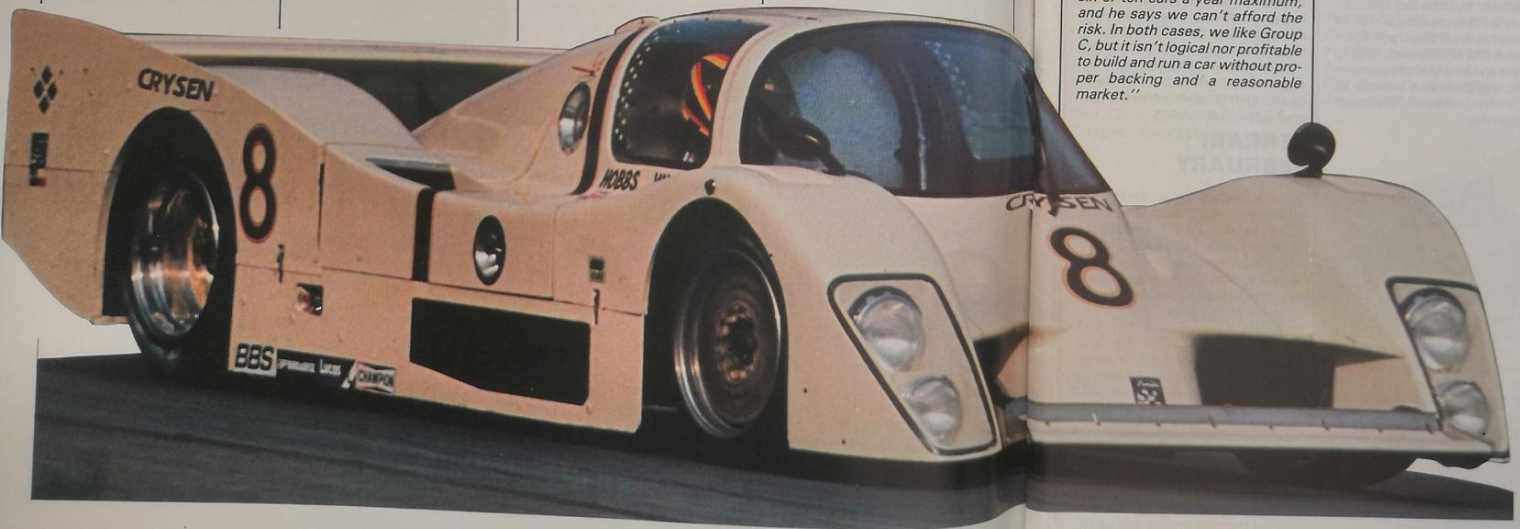
New Zealander Howden Ganley is to make a return to the cockpit in a Group C car of his own design. Ganley, who raced BRM, Maki and Iso Grand Prix cars hasn't raced seriously since doing some CanAm races in 1978, but has built up the Tiga racing car business with former partner Tim Schenken, now John Fitzpatrick's racing manager.

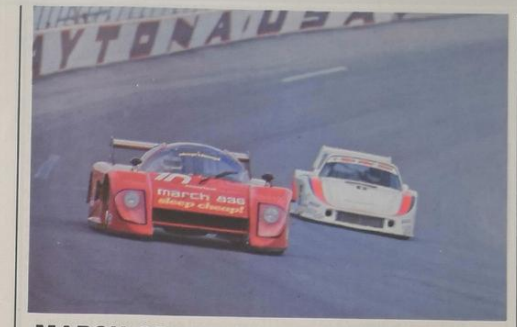
The new Group C car will actually belong to Geneva-based Australian commodity broker Neil Crang who has raced Porsches in Group 5 and also various Group 6 sports cars. It is he who has commisioned the Tiga Group C car, and it will be run by Mike Collier from Crang's Aldermaston base, along with his Formula Atlantic Tiga.

It is not Tiga's first Group C car however. The company constructed the Mirage which the Andrettis were to drive at Le Mans. *"The new car is similar to the Mirage,"* says Ganley, *"in that it's got four wheels and an engine. Otherwise it's completely different because Mirage wanted things done their way, and we foresaw a different design, but had to do things as Mirage wanted."*

The new Tiga be fitted with an Alan Smith-built V8 Chevrolet and the car will run on Avon tyres. Another car is already under construction to run in the American IMSA series, and Crang's version should be finished in the next couple of months.

How does Ganley feel about driving again? *"I'm keen to drive, but I just hope that I can fit it into my schedule because I'm so busy. Il like to drive things with a lot of power, which this will have, but I hope that I'm still hungry enough..."*





MARCH GROUP C UNLIKELY

"We'd be interested in doing Group C with a good team with the right budget, but not two weeks before the first race." March's Dave Reeves was talking about the Bicester company's possible involument in Group C racing, and how, while their 83G GTP car is highly likely to be seen in the States, it is only likely that a Group C car will be seen in Europe under the right conditions. In fact the current 83G design doesn't actually comply with Group C rules. It is a very different beast to that seen at Le Mans, but split by the specific windscreen shape demanded by Group C, March has decided to build the latest car to GTP regulations. The new car is also lightened to 875 kilos and has considerably revised aerodynamics.

Reeves was similarly pessimistic as to the chances of seeing a Junior Group C March. *"Robin (Herd) estimates a development cost of £100,000 to build a Mini Group C in order to market around six or ten cars a year maximum, and he says we can't afford the risk. In both cases, we like Group C, but it isn't logical nor profitable to build and run a car without proper backing and a reasonable market."*

SMASHING TIME AT DAYTONA

The Daytona banking claimed a number of victims during the most recent IMSA round held there at the end of November. First to go was Derek Bell in Bob Akin's Porsche who had the most enormous accident at 208 mph when a driveshaft broke. Fortunately, Bell's only injury was a ruptured blood vessel in his hand.

During the race, there were three more incidents, including one which damaged Bob Tullius's interesting GTP Jaguar, and another which badly damaged Jim Trueman's March. John Paul Jr also suffered a serious accident. It is perhaps just as well that Group C won't be running at Daytona. The banking obviously puts considerable strain on the cars while at the same time being very fast. John Fitzpatrick's Porsche 935 was reckoned to be quickest round the banking with a speed of 211 mph.

GROUP C: WE'RE WITH YOU

When we introduced Grand Prix International to the newstands, our aim was quite simple: to give pleasure to all our readers. To that end, we chose the best photos (we still do!) and picked the most informed and talented writers. It was a pleasure for us to fulfil a dream: to publish a magazine exclusively devoted to Formula One, sharing our own enthusiasm with others equally fascinated by motor sport. But concentrating on Formula One and the world of Grand Prix racing – four years we've been on sale now – perhaps made us forget that our interest is in motor racing, and all the various forms of the sport that that term implies.

For many of us, and I'm sure for many of you too, motor racing also embraces those epic sports car battles of yesteryear, long before the World Championship was ever dreamed of. We, and perhaps you, weren't around in the Bentley days, but are often reminded of the glorious Jaguar years, and their struggles with early Ferraris and Aston Martins in the fifties. And then came the sixties: Ford versus Ferrari, Mk11 and Mk1V versus P3, P3/P4 and P4. It was an unforgettable era, when Grand Prix drivers enjoyed driving beautiful sports cars over long distances. When Group C was first mooted, we instantly envisaged a formula which would re-create those days of Ford and Ferrari. We thought enough of this new generation of cars to publish a special issue after this year's 50th anniversary of the Le Mans 24 hours: 112 pages, 160 colour photographs.

It was published in English only, but such was its success (people are still asking for it even now) that we decided to publish a second, end-of-season review in French and English. Our tentative steps in June in supporting this exciting formula were rewarded by more exciting races: Nürburgring, Silverstone and Monza beforehand; Spa, Mugello, Fuji, Brands Hatch and Kyalami later. In most of those races, the Porsches re-enacted the feats of the Mk1V, while Rondeau's M382C slipped easily into the role of the P4.

Next year, we're going to further enlargen our coverage of the re-birth of long distance racing in order to cover what we believe will be a truly remarkable series. GPI will no longer be a magazine devoted to Formula One racing. We're going to enjoy this just as much as you will... but we're intending to publish five special issues on Group C in three or four languages throughout the year. We're still not sure of the schedule because FISA won't have the final list of Makes and Drivers' Championship dates until December 17, some time after we've gone to press with this issue. But we've shown our intention: to produce five superb special issues on Endurance racing. We know that it's going to be a spectacular magazine: look at the photographs from around the world in this issue. So gentlemen, if you're from Porsche, Rondeau, Ford, Sauber, Aston Martin, Mirage, GRID, Lola, March, Cougar, Lancia, Ferrari, URD, WM or even Jaguar, come and do battle. Our magazine is waiting to encourage you, support you and even glorify you! And that special honour will be to tuck you away in a corner of history with the Mk1V and P4...

Didier Braillon

MATSUDA'S ENVIABLE COLLECTION

Carreras, 917s and even single-seaters : this is the Japanese Porsche Museum which houses so may of the best from Stuttgart. (Photo: B. Asset)

GPI's trip to Japan allowed our lensman to visit one of the principal car collections in Japan, that belonging to Yoshiho Matsuda. His collection is gathered in three buildings nearly 40 miles from the Fuji circuit.

The first building is devoted to Porsche, from the early Carreras through to a 936 via both 910 and 917s and including the unsuccessful 1500cc Formula One single seaters. The second building houses older sports and touring cars, while there is also a small test track close by where the owner can try out his gorgeous machinery when he wishes. Finally, the third building houses vehicles which could be grouped under the sports or prototype banner. Here one finds road-going Ferraris from the sixties, a Lancia Stratos and one of the most superb cars in the collection, the amazing Toyota 7 CanAm car which was built in the seventies and powered by an enormous 7000cc V8 which was turbocharged and gave 1000 bhp. But this car was never sufficiently developed. It was made at about the time the Japanese pulled out of competition in order to concentrate on production and research into pollution.

The superb Toyota 7 CanAm car with its powerful 7000 cc turbocharged engine. (Photo: B. Asset)

ENTER THE CARMA

Italians Carlo Facetti and Martino Finotto have always expressed an interest in long distance racing. They have raced a Porsche 935, Lancia Beta Monte Carlo, Ferrari 308 turbo, Ford Escort, BMW 3.0 CSL and Group 6 cars in long distance events.

Last year, Facetti developed his own engine, funded by industrialist Finotto. It was a turbocharged four cylinder 1850cc engine called the Carma (CARLO-MARTINO) which was fitted to a Group 6 sports car. Now this engine is likely to be seen in Group C. It has been 'adopted' by Giannini as being 'their' engine as per the regulations. (It was nearly 'adopted' by Skoda!) Former Osella designer Stirano who ran his own Alba Formula Three chassis in Italy last year is now working on a chassis.

The Carma team's only problem is whether to run in Junior Group C or the bigger class. Unfortunately their powerful engine falls between two classes, and may have difficulty running economically enough in Junior Group C, but wouldn't have enough power to be competitive in the bigger class.

ZAKSPEED : GERMANY AND THE USA

Having lost the contract to run the works Ford C100 cars, we understand that Zakspeed will return to running cars in its two former fields : Germany and the United States. The team has built up a new right hand drive IMSA GTP Ford Mustang which Klaus Ludwig is likely to test in the States in December.

Meanwhile, Ludwig is expected to return to the German Group 5/6/C championship driving a Ford C100 again, this time powered by Eric Zakowski's fantastic four cylinder 1.8 litre turbocharged engine. Ludwig had previously raced both a C100 and a 1.7 litre turbo Capri, but the combination of C100 and the now 1.8 litre turbo engine should be powerful. Klaus Niedzwiedz may also drive a C100 in the championship depending on sponsorship, powered by either a 1.8 turbo or Cosworth's V8 for which the car was originally built. One would expect to see these cars in at least one or two World Championship rounds.

SEGER AND SAUBER SPLIT

Peter Sauber built two Group C cars for the 1982 season, with aerodynamics by a company called Seger and Hoffman. But now Hugo Seger is building his own Group C car, and has split from Sauber, not only apparently owing money to his compatriot but also taking Sauber's number one customer, Swiss gaming expert Walter Brun.

Now Brun is having a new Seger and Hoffman-designed car built by John Thompson in England. The new car, which still doesn't have a name, could be either Porsche or BMW powered, but S&H have already ordered a 956 engine from Porsche.

The new car will be run from Brun Motorsport at the former workshops of GS Tuning in Freiburg which Brun bought in September when that company ran into financial trouble. It is there that Brun hopes to rebuild his two Saubers, both of which were damaged at Kyalami.

But neither of these Saubers will be raced by Brun. He will race either the new S&H or a new Porsche 956 which he may also buy depending on sponsorship. BASF are almost certainly to support the team in 1983.

But Brun could be a busy man. He hopes to drive in Group C with Hans Stuck, but the tall German will only be released by BMW to drive with Brun if Brun will drive a Group A BMW 635 with Stuck, which means a further programme of races, for Brun also intends to drive in the German championship.

Seger and Hoffman are also involved in another project, for Seger has formed a company called Procar Automobile AG with none other than Group C coordinator Jochen Neerpasch. The aim of the company is to build sports cars for the road, and ultimately high performance GT cars which could be raced. As the name implies, the company also hopes to provide a sports car which would fill the gap left by the Procar BMW M1. It was Neerpasch, of course, who started the Procar championship.

PORSCHE CUSTOMERS

You read it first in our Le Mans issue : Porsche will be selling customer versions of the 956 for the 1983 season. There have been varying rumours as to who have ordered new cars, but those who have already paid a deposit on the DM 630,000 (£157,000) cars are Alain de Cadenet, Preston Henn, John Fitzpatrick and Dieter Schornstein.

Amongst those expressing interest in purchasing cars are Bruce Leven, Howard Meister, Bob Akin and Rheinhold Jost.

Jost, like the Kremer brothers, has expressed an interest in buying a 956, but like the Kremer brothers, is still seeking the money to buy one. The Martin brothers will continue to race Jost's 936C, while Bob Wollek would be likely to drive the Jost 956, possibly partnered by Hans Heyer in WCM races. The Kremer brothers, meanwhile, would like to buy a works car and sell their own CK5. It is likely that Rolf Stommelen will continue to drive for the Kremers' team.

Of the customers already mentioned, it is expected that de Cadenet, Henn and Fitzpatrick would race their cars in the WCM. Schornstein, a surprise customer formerly associated with both Kremer and Jost, would probably concentrate on the German championship. Interestingly, Georg Loos's name was not mentioned by Porsche for this former Porsche customer from Cologne was rumoured to have bought two 956s.

Meanwhile, Seger and Hoffman have bought a 956 engine to put in their new car, and GRID, following the idea promoted by John Cooper, has also bought an engine to put in their car which may be found in the States next year driven by Fred Stiff. Finally, Gianpiero Moretti has also expressed interest in purchasing a 956 engine for the March 82G which he still owns and was powered by an Eagle V8 last year.

FERRARI : FEBRUARY

Work is progressing on the Ferrari-Lancia that will spearhead Italy's entry in the World Endurance Championship for Makes. It is the first time since Carrera and Mille Miglia events that Lancia has attempted to take overall honours in long distance races.

Naturally Lancia (and the Fiat Group) is hoping that the programme will go well. The chassis is being designed by Dallara, in conjunction with technician Tonti who is Lancia's head of engineering.

The engine, however, is coming from Ferrari. As far as is known, it will be an eight cylinder twin turbocharged unit of 2600cc with four valves per cylinder. It is expected that the engine will be fitted with the same emulsifying system developed by AGIP that has given the Formula One Ferraris such reliability and fuel economy. Another F1 rub-off is likely to be the fuel and electrical systems currently under joint study by Magneti Marelli and Weber.

The new cars will be sponsored by Martini and will be unveiled in February. The drivers are as this year (Fabi, Ghinzani, Patrese and Alboreto) although a number of Group C races may clash with Grands Prix, in which case Alessandro Nannini and Corrado Fabi may replace the GP stars. Patrese has already said that he will not be racing at Le Mans.

WOLLEK IS GERMAN CHAMPION

This year's Deutsch Rennsport Meisterschaft or German Group 5 championship as it used to be know, was open to Group C, 5 and 6 cars. And no doubt to the Germans' chagrin, it was won by Frenchman Bob Wollek from Strasbourg. Throughout the year, he drove Reinhold Jost's Porsche 936 in original Group 6 trim, beating former Grand Prix driver Rolf Stommelen in the Kremer brothers' Porsche CK5. In third and fourth places came Ford drivers Klaus Ludwig and Klaus Niedzwiedz in Ford C100, and Ford Capri turbos prepared by Zakspeed boss Eric Zakowski.

Final standings 1. Bob Wollek (F)/Rheinhold Jost Porsche 936, 139 pts. 2. Rolf Stommelen (D)/Kremer Porsche CK5, 125 pts. 3. Klaus Ludwig (D)/Zakspeed Fords Capri/C100, 106 pts. 4. Klaus Niedzwiedz (D)/Zakspeed Fords Capri/C100, 83 pts. 5. Volkert Merl (D)/Jost Porsche, 48 pts. 6. Kurt Lotterschmidt (D)/Lotec-BMW, 40 pts. 7. Dieter Schornstein (D)/Jost Porsche, 29 pts. ... etc

1983 German DRM dates

March 13: Zolder (B)
March 27: Nürburgring (D)
April 10: Hockenheim (D)
May 1: Avus (D)
May 15: Mainz-Finthen (D)
July 3: Norisring (D)
July 10: Spa (B)
July 24: Diepholz (D)
September 4: Hockenheim (D)
September 25: Nürburgring (D)

Again, the series will be open to cars from Groups C, 5 and 6.

JAGUAR TO RETURN?

There's no doubt that there is considerable interest in the possible return of Jaguar to Le Mans. The British company won the 24 Hour classic in 1951, 1953, 1955, 1956 and 1957, and a return is envisaged within the next couple of years.

According to unconfirmed continental sources, a new Group C car code-named XJR5 and fitted with a V12 could be running by the middle of next year. John Egan of Jaguar is quoted as saying that his company is currently *"making a great effort to produce a competition car."*

With Aston Martin already back on the Endurance tracks, it would be of great interest to spectators throughout the world if this battle of the great manufacturers of the '50s were to be re-enacted.

A more probable Le Mans entry is Bob Tullius's beautifully made Jaguar GTP car which has a centrally mounted 5300cc V12 engine. Tullius was recently visited by Britain's Tom Walkinshaw who is currently involved in the Group A Jaguar XJS, but it is unlikely that Walkinshaw will become involved in a similar project.

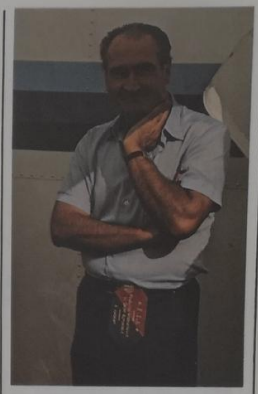
Tullius's car has a chassis designed by Lee Dykstra who designed the CAC1 and CAC2 CanAm cars.

FORD REDUCES PROGRAMME

The Ford Motor Company will run a reduced programme in Group C in 1983. This is the expected news that we hoped to bring you officially in this issue, but which was unavailable at the time of going to press.

Ford's initial season with the C100 proved to be disappointing, and it is thought that the company is consolidating its efforts with a programme of four or five races, prior to another attack on the series in 1984.

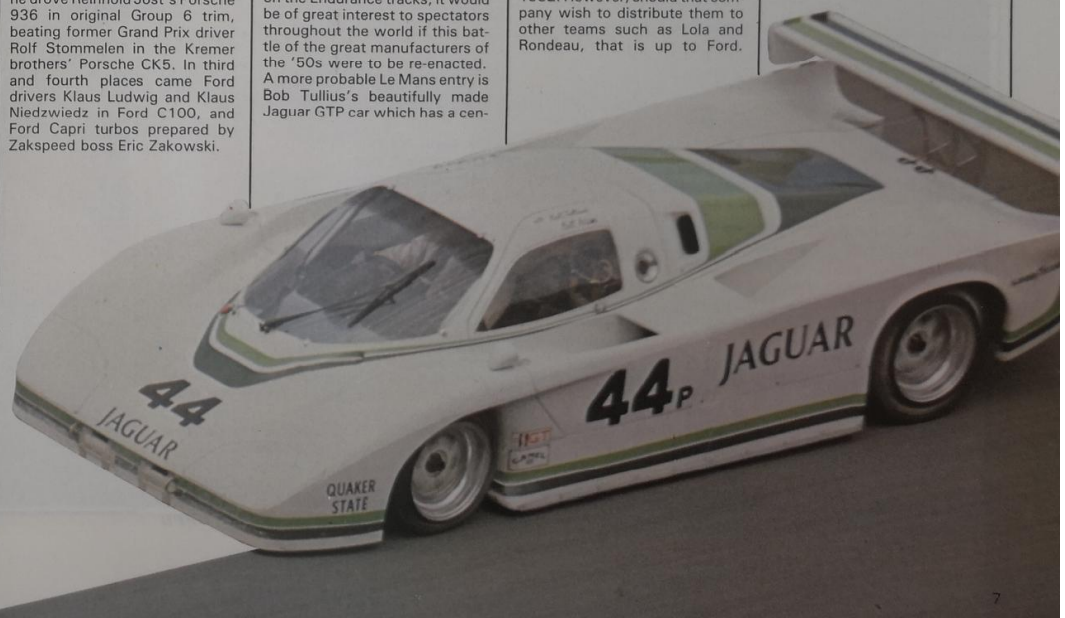
Ford had determined not to announce its plans prior to our publication, so we can only repeat speculation. We expect the company to race two new cars, designed by Tony Southgate. Southgate and John Thompson will build the cars, and then they will be raced on behalf of Ford by Gordon Spice Racing, team managed by Keith Greene who last year did the same job for Rondeau, except at Brands Hatch where he managed the third Ford. Cosworth Engineering should be providing Ford with around 10 DFL V8 turbo engines, and only Ford will be supplied with such units this year. The engine was first seen in a C100 late in August, 1982. However, should that company wish to distribute them to other teams such as Lola and Rondeau, that is up to Ford.



Cosworth is currently developing the engine, intercoolers and other accessories, and it is expected that the engine begins track testing in January. Cosworth will only market the turbo engine in 1984.

It is hard to guess which drivers will drive for Ford in 1983, but there may already be some pointers.

Both Klaus Ludwig and Klaus Niedzwiedz are expected to drive for Zakspeed, the former in particular having a full programme both in Germany and the States. Manfred Winkelhock was confident of retaining his Ford drive, even though he will be driving a BMW-engined Formule One car. Marc Surer might also expect to remain with Ford, especially as the season will be limited to so few races.



DEREK BELL : POINTS WON AND PROVEN

Derek Bell has little to complain about : a good job, a pretty wife, two talented children, a dashing red Porsche to drive on the road, and probably the best drive in motor racing. Yet there are one or two little worries nagging in the back of his mind. He's 41, a little high mileage in the European scope of motor racing. One day, Porsche may not renew his contract ; that day, Bell will retire. And then there's that Mr Ickx, a great friend, a lucky driver, but someone who constantly overshadows Bell's own career, which suffers even at home from lack of promotion. Bell is still the Mr Nice-Guy in Britain. He is the approachable, chatty, handsome, amusing man-about-town. He's almost too accessible. He answers his questions directly. There is no mystery... and therefore no legend.

by Bob Constanduros

Derek Bell is no super-star, even though his feats earn him that title. He is uncomplicated, honest and straighforward. Some would be too proud to admit that they only earned £ 3,200 from winning Le Mans two years running. But Derek was quite open about his approval of Porsche's unique prize-money structure. *''I ended up with the same money for not finishing at Fuji as the £ 2000 I won for winning Le Mans. It doesn't seem terribly logical does it ? But I wouldn't want to change the system. The prize money is shared out amongst every member of the team, and I'm really happy that the mechanics get a reasonable amount of money as a bonus, because they work really hard for it. But I feel that there isn't enough prize money in Group C. If you won Indianapolis, you'd be halfway to becoming a millionaire. We got £ 1200 each for winning Le Mans last year, because we had to share it with the guys in the 924 turbos...''*

But Derek isn't unhappy about his year with the Porsche team. *''Last year was quite good, but this year I've had more success because I've been driving with a factory team. You just can't beat driving with a team like Porsche because they're outstanding. They're terribly appreciative, competition is an integral part of their programme. They're gleaning information all the time, so you're working with clued-up, clever guys. They're just remarkable to work with. I've never heard anyone shout, rave, jump up and down, no mechanics running around. Everything is very calm. They just know what they're doing. It's organised. I just can't believe it. It amazes me much more than I ever imagined.''*

So who is the key personality on whom this organisation hinges ? *''Norbert Singer comes out as being the key to it all in my opinion. I admire him as much*

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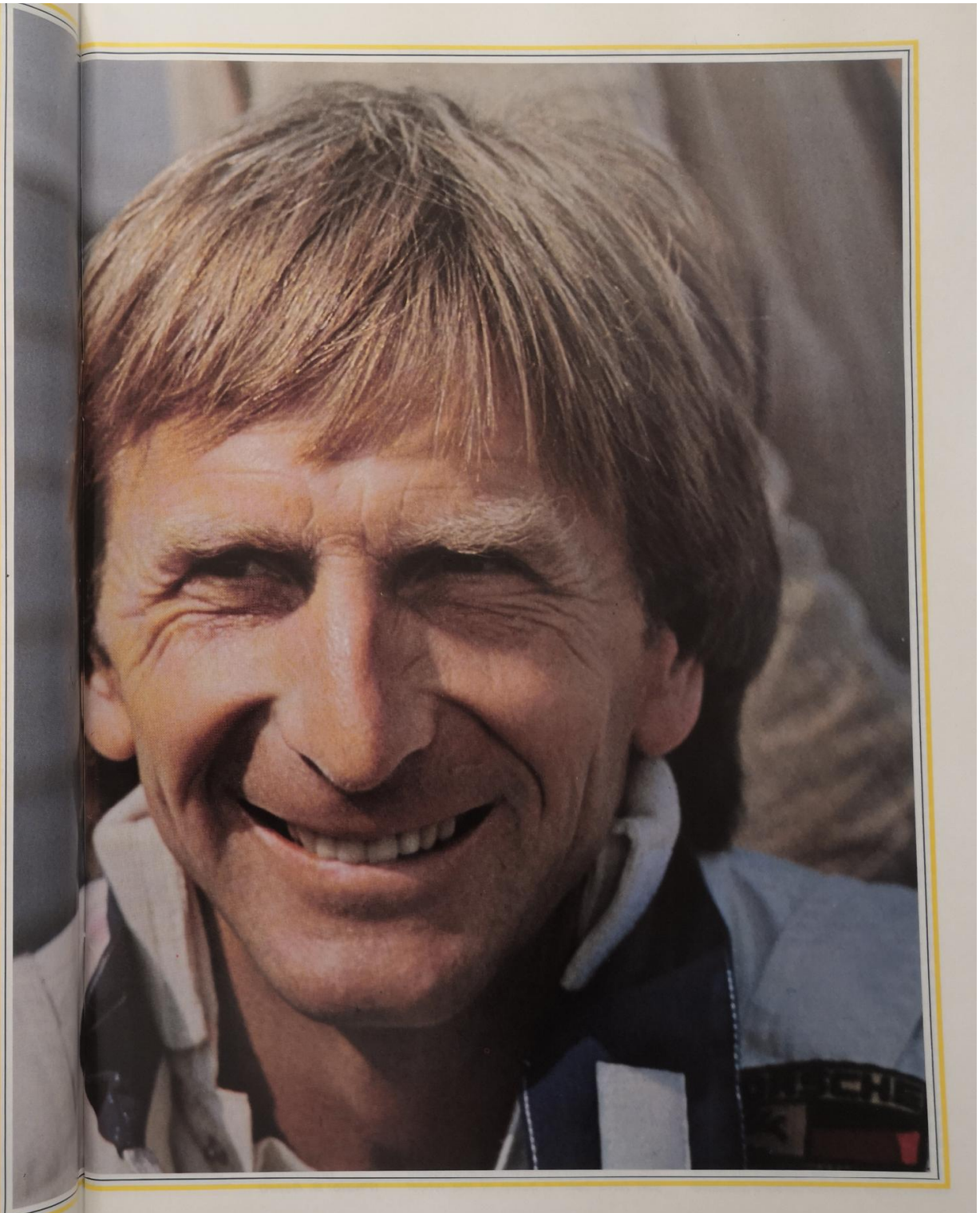


Hansome, uncomplicated, charming – Derek Bell is the ideal vehicle for publicity, a job he does well, yet he suffers from lack of promotion in England. (Photo: DPPI)

as anybody that I've ever met, for the way that he's developed as an engineer and a personality. It all stems from Singer, and obviously it comes down to pure preparation and dedication to making those cars work better than others. It isn't necessarily the best car, it's the fact that it's a very good car and the team puts in a lot of work on it. They deserve their success. People around the world will get 956s but they won't get the same success as the factory because the team really works at it. A lot of people play at racing, but Porsche do it well. The mechanics never stop. They never sit around and say 'Well, that's it.' There's always something more to do, something to check out again."

Derek is a faithful servant to Porsche. In South Africa, for example, it was Derek who warmed up both cars, because Ickx had left his overalls at the hotel. It was Derek who drove some four hours, testing development parts, concentrating on whether that development was beneficial to the car's performance or not, while others sat around the swimming pool at the hotel. In terms of promotion, Derek has worked for both Porsche and Rothmans, driving demonstration laps at the British and German Grands Prix, at the Norisring and in Dubai.

So he was a little suprised when Porsche suddenly separated him and Ickx from Spa onwards. *"When I joined Porsche, I thought that I was going to drive with Jacky all year. Nobody said that I would, but having won Le Mans last year and won again this year, I was quite surprised when we changed. It was Jacky's idea. He felt that if we were both in one car and the car packed up in a race, it meant that neither of us would get World Championship points. I would like to think that either of us could win the championship, and that was the way he put it over to me, that it was for both our benefit. I like Jacky immensely, but I know that he's only interested in himself, as most drivers really are, so therefore he did it for his own personal reasons. I would have been happier if Porsche had said it was their idea.*

"I like driving with Jacky in long distance races because I feel that he and I have an incredible rapport together and that we're good together with the car. At the same time, I inevitably feel that I'm in his shadow, because he's won Le Mans six times, and I've won it only (!) three times. I'm never going to catch him up as long as I drive with him. He is a sort of super star. He's been in F1 and that sort of thing and I can't think of myself as being on a par with him in that respect. So I do think of myself as being in his shadow. Whatever I do on the track will never come out in print. All I want is the recognition."

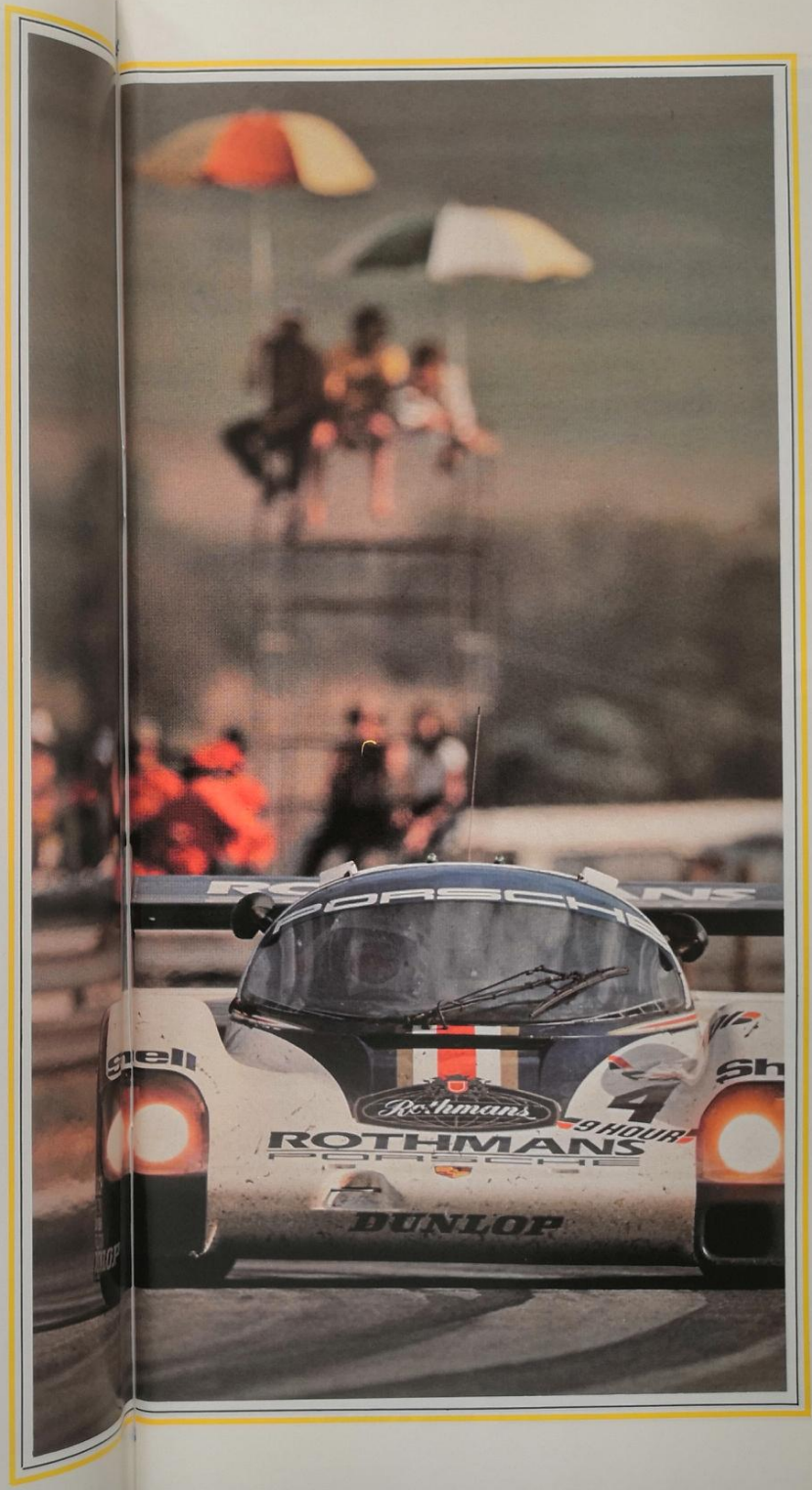
Yet paradoxically, the separation from Ickx has allowed him to establish himself as an individual within the Porsche team. *"Having become number one in the other car, I have been able to prove my point. I believe that both our cars are absolutely identical — I established that when I warmed up Jacky's at Kyalami. I know that I can get my own identity in that car, and on the occasions that I've driven on my own, I've proved my point. I got a moral pole position at Spa. I pulled out a 40 second lead in the first hour at Fuji, and at Kyalami I broke the lap record having taken pole position on the first day. So I feel morally that I can do as good a job myself, so there's no need to be in Jacky's shadow. I did doubt as to whether I could do as well as Jacky and Jochen, because they're pretty good drivers, but I've proved my point."*

Derek feels that luck played a dramatic part in both his and Jacky's races at the end of the season. *"Vern (Schuppan) and I have always been very unlucky. We've never ever done really well together, and it worries the hell out of me. We've lead races and we drop out. He drives very well, he doesn't do anything wrong, it's not his fault, but things go wrong when he and I drive together. Why, at Fuji, should the oil pressure gauge burst, and then a tyre burst ?*

"But Jacky, you see, has incredible luck. Look at Brands Hatch. Two more laps and he would have run out of petrol. Two laps less and he wouldn't have won the race. You might say that he was unlucky to have a misfire at Kyalami when we were five laps behind. But if Jacky had been in my car and he had been catching me in the misfiring car, the race would have gone on five laps longer and he would have overtaken me. As it was, I didn't overtake him. The chequered flag came out at just the right moment. Jacky has unbelievable luck, and he would agree. My old mate Vern and I just have bad luck together."

In spite of this bad luck, it's been a good year for Bell, if a tiring one. *"Since August, I've been across the Atlantic and back six times, 12 times in all, plus going to South Africa, plus going to Japan. I've lost weight this year through sheer travel and the working side of it. When I finished practice and testing at Kyalami, I looked at myself in the mirror and my face was drawn and my eyes were sunken, and I said to myself 'blimey, what have you been doing to yourself ?' I've got a bid fed up with the travel, but I love the racing."*

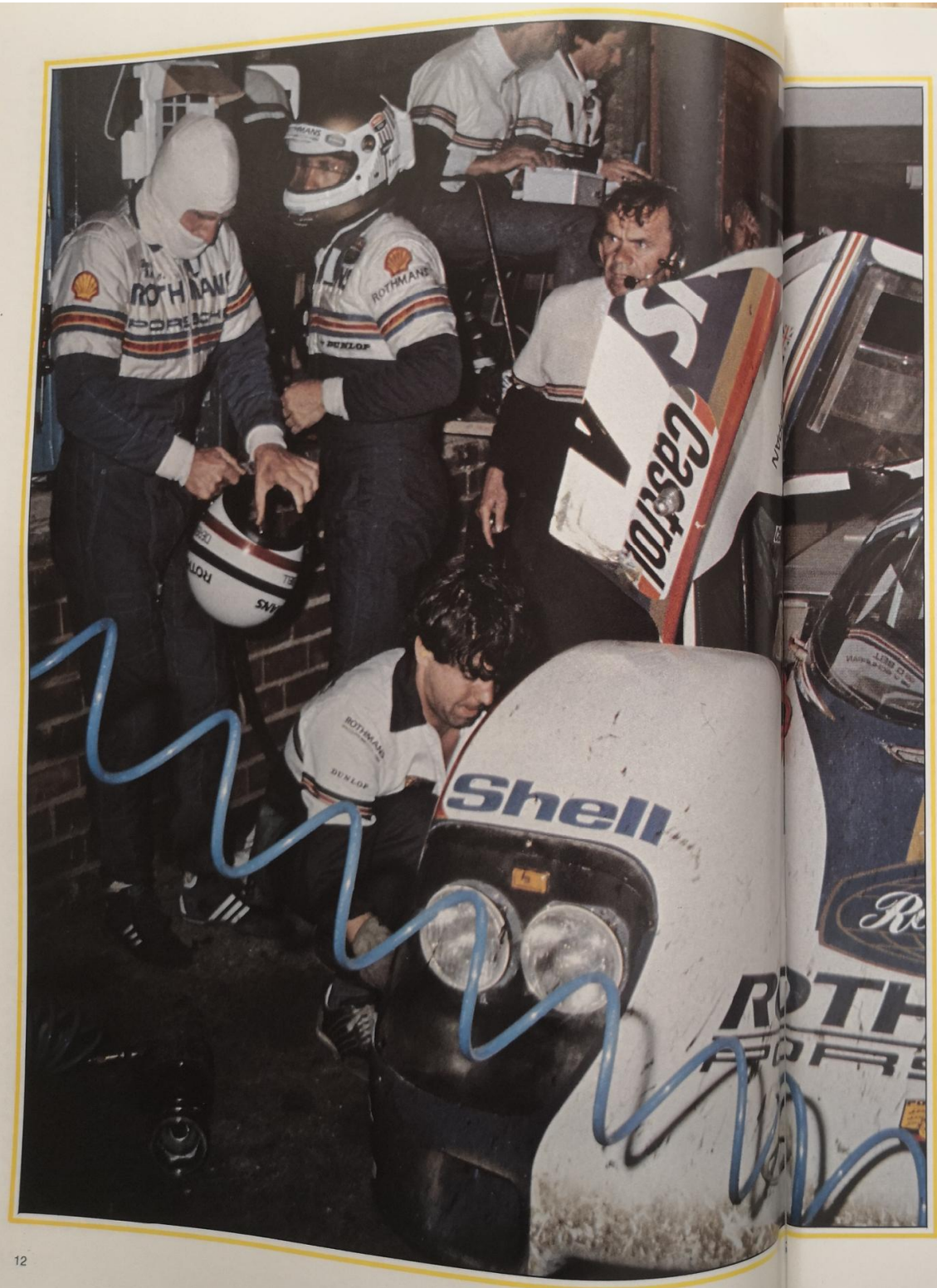
That day's testing at Kyalami was typical of the tough side of motor racing. *"When I'm testing some of this technical stuff on the car, I know that everything I say affects the two technicians' future. If I come in and say 'that is half a second's improvement on what we've just done' they will go that way and follow that course of development. If I say 'that's rubbish' they will go another way until we find a solution. So there I was, driving round and round Kyalami in that heat while the others were by the pool for hours and hours. Your brain is working all the time, asking yourself 'was that better ?' So you go on and do another lap and chisel away at the wheel, and it could just have been a bump of the wheel which gave the impression of giving more power. That side of it is very hard work."*



On the track, Derek works hard. While the other Porsche drivers were relaxing around the Kyalami swimming pool, Derek was testing for Porsche. It's hard work, but rewarding. (Photo: B. Asset)

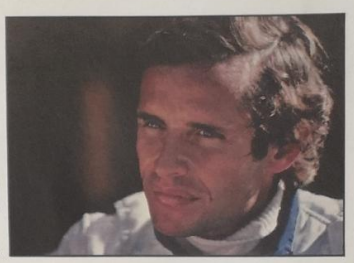
If anything, Derek would like to spend a little more time at home. His American races (restricted to driving Porsches) with Bob Akin have meant many weekends away, although it's a series he'd love to win. *"The whole of our life seems to be screwed up by motor sport, me being here, there and everywhere and never having a weekend at home."* When the Bell family is at home, it isn't quiet. Thirteen year old daughter Melanie rides horses in cross country events, driven around the country to represent her pony club by mother Pam. The male side of the family enjoys motor cycles, hockey, tennis and squash. The weekend after my interview with Derek, he and 14 year old son Justin would be playing inside right and outside right respectively for Middletown Sports Club against Littlehampton. But father wasn't happy : *"It's a bit depressing really. We've never before both been selected to play for the same team. Usually they've just thrown him in because they're short."* It's a typically competitive type of remark that runs in the Bell family ; father and son never play squash or tennis together as a team, always on opposite sides.

Both show more than a passing interest in skiing ; Justin was coached by Divina Galica last year in Wengen. And both love Enduro motor cycling. Derek was offered a new Cagiva 250cc Enduro bike if he won Le Mans, and throughout the closing laps, he was thinking *"great, I'm getting a new Enduro bike."* Sadly, he hasn't ridden it yet, but it's one of his favourite sports, one he shares with Rondeau team manager Keith Greene. Indeed, he won a gold medal for winning the Clubmans 350cc class in the final round of the British Enduro championship. His tales of falling into a 500 yard long morass and breaking the ice, or finding six or seven blokes up to their waists in a river yelling *"anyone seen my bike"* are infectious and hilarious. He's good at trialling because he's fit, but he also admits to being too enthusiastic, and tires too quickly before the real competition has begun. Derek Bell is always thought of as a very British racing driver, which is why, perhaps, some fans resent him not racing for a British team. *"I would love to win Le Mans in a British car, but in my opinion, there isn't one capable of doing the job. Ever since I've been in sports car racing, I've always been in an also-ran car : the dear old Mirage chasing Matras and Ferrari, and Alfa Romeo chasing Renaults. After all these years, Porsche has said 'we'd like you to be with us.' I'm with the best team in the world, and at my age, people aren't going to blame the car when I'm not fast enough. Yet I feel that I'm driving now as well as I ever was. You're only as good as your last race. The day that Porsche say 'Well, that's it old boy. It's time we put you out to grass' (which might be next year, you never know) then I think I'll probably retire. I don't think I want to grovel around for ever, hitching rides where I can."* □



Friends but rivals: Derek Bell and Jacky Ickx form a team that is unrivalled in current endurance racing. But since Spa, the two drivers have been in different cars, allowing Bell to establish himself as an individual, as he did here in the Kyalami Nine hours. (Photos: B. Asset)

ICKX IN EUPHORIA



I felt the phone lines warmed by those silky, well-cultivated Anglo-Belgian tones. Jacky Ickx sounded the happiest man in the world, deeply satisfied by his work in the last ten days, the last season, the last 20 years. When he reminded me that he'd won 41 long distance races, finished second 15 times, and third seven times, had won eight Grand Prix, finished second in the World Championship on two occasions, won the CanAm championship, the European Formula Two championship, the Spa 24 hours and the motor-cycle championship in Belgium, I felt that I might be talking to a 65 year old man satisfied with life and ready to quit. But far from it. Jacky was transmitting the warmth of sun, the sun to be found in the central deserts of Africa. He had just completed his recce for the Paris-Dakar trans-Sahara race which starts on January 1. Six times Le Mans winner ? World Endurance champion ? He hadn't mentioned either of those. The icing on the cake of 1982 was clearly this desert race : *"It's fantastic, the nicest race of the year."*

What a delight, as the winters become colder, as world problems deepen, to take the Ickx tonic. It fizzes with success, happiness, enjoyment of life : *"you know, you couldn't have had a better season than the one I've had. It's been a dream. I won nearly every race ; it didn't matter whether I was with Derek (Bell) or Jochen (Mass), the car I was using never gave any trouble. I must be the last person in the world to complain about my motor racing. It was the best season ever. I'm very happy with life.*

"I like driving for Porsche, I feel that I'm part of their family. I like working with Rothmans. I like doing this much work : not too much, not too little. Two years ago, when I quit Formula One, I felt I was exhausted by motor racing. That is why I retired. Then Porsche came back and asked me to drive. They obviously felt that Ickx was still good enough. And when I drove for them, I realised that I hadn't lost my ability. All I needed was the desire to use that ability.

"So now I've found a programme which is not too large, one that I can do well in, which involves fast cars and which gives me a lot of pleasure. I would be afraid to add races to it for fear of going back to that feeling of being exhausted, used up."

What, I asked, had happened to his job at Spa ? It was the only mildly controversial question I had. Again, the Ickx charm and bonhomie calmed the waters. *"I committed myself three years ago to bring international standards and racing back to the track. Next year, they will have both car and motor-cycle Grand Prix, the 1 000 kilometer sports car race, maybe a Formula Two race, and 24 hour races counting for both car and motor-cycle championships. So I feel that I've done my job, but because the president of Spa and I have had conflicting views over certain matters, I decided to resign. So now someone else is taking care of things, and I'm sure it is being done correctly because there is a lot of goodwill there."*

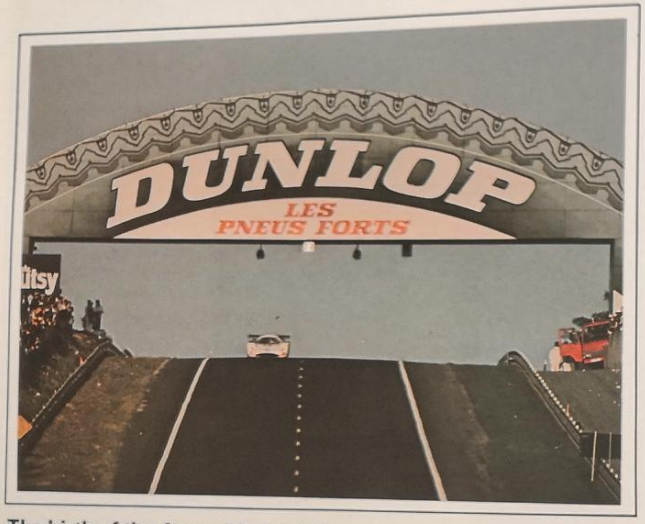
As yet, Jacky's 1983 programme is undecided, yet the immediate impression was : how could he possibly drive for anyone else after a season like that ? *"I have two days of testing with Porsche at Circuit Paul Ricard in December. I expect I'll be driving for them again next year, but I won't know until December 10. I don't see how I can change teams."*

For Jacky, however, the best event of the season is still to come. *"The Paris-Dakar is fantastic, it's rallying as it must have been 30 years ago, with 700 kilometer stages, going against the clock for 10 hours non-stop across sand and mud and rocks. It's really great.*

"So if you want to spend 20 days outside the modern world, Bob, find someone to follow in the Paris-Dakar. I'm sure you'll love it." I was totally convinced. How could a man so happy with life, and so successful in his chosen life be wrong ?

Bob Constanduros

NIMROD GOES A-HUNTING



The birth of the Aston Martin Nimrod was entirely due to the enthusiasm of Robin Hamilton, Aston Martin distributor for the Midlands, from the village of Fauld, near the brewery town of Burton-on-Trent.
Like many an Aston enthusiast brought up in the heyday of the championship-winning DBR1, Robin dreamed of one day recapturing the Le Mans laurels.

by Rob de la Salle

His first visit came in 1977 with a highly developed version of the Vantage V8 which finished a creditable 17th in the hands of Hamilton, David Preece and Mike Salmon. Lowering the car's roof-line and turbocharging the engine brought inevitable teething troubles and finance was lacking to take part in 1978 but he returned in 1979 to retire after three hours.

Once bitten by the bug of that famous British race in France, Robin vowed that he would return with a car capable of running near the front. By 1979, the Group 5 Championship rules had strayed too far from its original ideals of endurance racing for would-be road cars and had become the preserve of two-seater Grand Prix cars. New rules were planned for 1982 to follow the successful American formula set up by IMSA for GT prototypes – 1000 kilos with production-derived engines. It was an invitation to develop a car around the Aston dohc all-aluminium 5.3-litre V-8, which had first appeared in the 1967 Lola T73, albeit unsuccessfully in its 5-litre form. However, a lot of improvements had taken place since then and Hamilton had experience of racing it.

With rules thus far in only embryo form, Hamilton took the gamble that they would stick to GTP ideals, and commissioned Eric Broadley to design and build a chassis to take the Aston or other engines and Hamilton's proposed bodywork which had been developed

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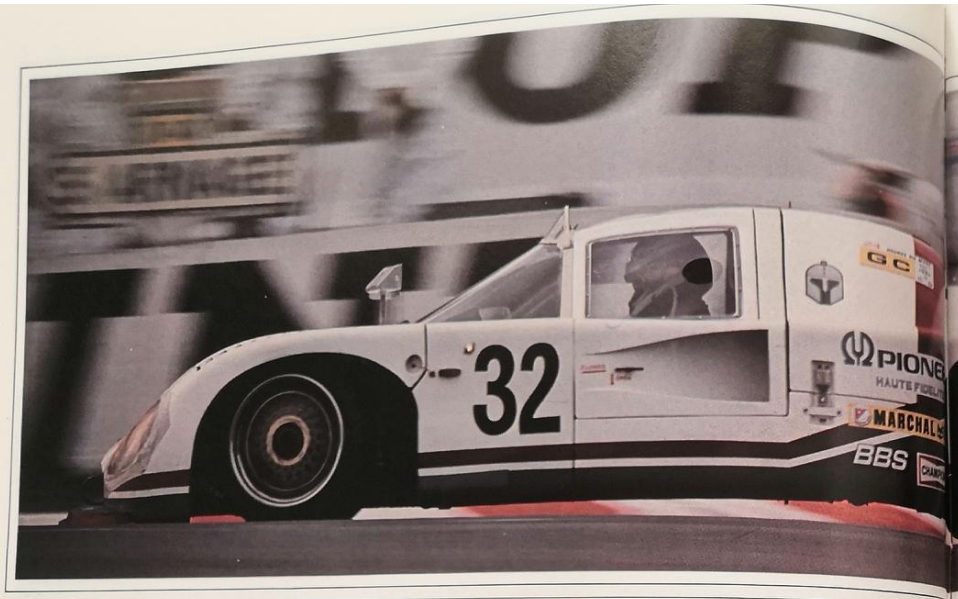
Even though the basic chassis design was three years old, the Aston Martin Nimrod scored some good results in the first year of Group C. Viscount Downe's version (left) finished seventh at Le Mans, and had better results than the factory model(right) seen at Spa. (Photos: B. Asset)



There's a gap of 23 years between these two photographs from the Le Mans 24 hour race: this year's seventh place by Viscount Downe's Nimrod driven by Simon Phillips-Mike Salmon-Ray Mallock was excellent, but in 1959, Englishman Roy Salvadori and Texan Carroll Shelby won the Sarthe classic in a DBR1/300. (Photos: B. Asset and B. Cahier)

ASTON MARTIN RESULTS IN THE LE MANS 24 HOUR RACE

Year	No	Drivers	Type No	Capacity	Result
1928	26	Bezzant/Paul	– – – – –	1491cc	Ret.
	25	Bertelli/Eyston	– – – – –	1491cc	Ret.
1931	**25**	**Bertelli/Harvey**	– – – – –	**1491cc**	**05th**
	24	Cook/Bezzant	– – – – –	1491cc	Ret.
	26	Newsome/Peacock	– – – – –	1491cc	Ret.
1932	**20**	**Newsome/Widengren**	– – – – –	**1491cc**	**05th**
	21	Bertelli/Driscoll	– – – – –	1491cc	Ret.
	22	Peacock/Bezzant	– – – – –	1491cc	Ret.
1933	**25**	**Driscoll/Penne Hugues**	– – – – –	**1491cc**	**05th**
	24	**Bertelli/S.C.H. Davis**	– – – – –	**1491cc**	**07th**
	26	Goodall/Mrs Wisdom	– – – – –	1491cc	Ret.
1934	**20**	**Tongue/Faulkner**	– – – – –	**1491cc**	**10th**
	24	**Noel/Wheeler**	– – – – –	**1491cc**	**11th**
	23	Goodall/Elwes	– – – – –	1491cc	Ret.
	22	Fotheringham/Alpleton	– – – – –	1491cc	Ret.
	21	Bertelli/Penn Hugues	– – – – –	1491cc	Ret.
1935	**29**	**Martin/Brackenbury**	– – – – –	**1491cc**	**03rd**
	33	**Falkner/Clarke**	– – – – –	**1491cc**	**08th**
	32	**Thomas/Kenyon**	– – – – –	**1491cc**	**10th**
	31	**Donkin/D.Hamilton**	– – – – –	**1491cc**	**11th**
	27	**Elwes/Goodall**	– – – – –	**1491cc**	**12th**
	30	**Gardner/Baloë**	– – – – –	**1491cc**	**15th**
	28	Penne Hugues/Fotheringham	– – – – –	1491cc	Ret.
1937	**37**	**Skeffington/Murton Neale**	– – – – –	**1491cc**	**05th**
	31	**Goodall/Hitchens**	– – – – –	**1942cc**	**11th**
	32	Hertzberger/Debille	– – – – –	1974cc	Ret.
1938	27	Hitchens/Goodall	– – – – –	1967cc	Ret.
1939	**29**	**Hitchens/Goodall**	– – – – –	**1967cc**	**12th**
	31	Polledry/Robert	– – – – –	1491cc	Ret.
1949	**27**	**Jones/Haynes**	**DB1**	**1971cc**	**07th**
	29	**Lawrie/R.W. Parker**	**DB1**	**1971cc**	**11th**
	19	L. Johnson/Brackenbury	proto DB2	2580cc	Ret.
	28	Marechal/Mathieson	DB1	1971cc	Ret.
	30	Monkhouse/Stapleton	DB1	1971cc	Ret.
	31	Heal/Folland	DB1	1950cc	Ret.
1950	**19**	**Abecassis/Macklin**	**DB2**	**2581cc**	**05th**
	21	**Brackenbury/R. Parnell**	**DB2**	**2581cc**	**06th**
	20	Fairman/Thompson	DB2	2581cc	Ret.
1951	**26**	**Macklin/E. Thompson**	**DB2**	**2581cc**	**03rd**
	25	**Abecassis/Shawe Taylor**	**DB2**	**2581cc**	**05th**
	24	**R. Parnell/Hampshire**	**DB2**	**2581cc**	**07th**
	28	**Mann/Goodall**	**DB2**	**2581cc**	**10th**
	27	**P. Clark/J. Scott**	**DB2**	**2581cc**	**13th**
1952	**32**	**P. Clark/Kean**	**DB3**	**2581cc**	**07th**
	25	Macklin/Collins	DB3	2581cc	Ret.
	26	Poore/Abecassis	DB3	2581cc	Ret.
	27	R. Parnell/E. Thompson	DB3	2581cc	Ret.
	31	Mann/Goodall	DB3	2581cc	Ret.
1953	25	R. Parnell/Collins	DB3S	2922cc	Ret.
	26	Abecassis/Salvadori	DB3S	2922cc	Ret.
	27	Poore/Thompson	DB3S	2922cc	Ret.
1954	20	Collins/Bira	DB3S	2922cc	Ret.
	21	G. Whitehead/J. Stewart	DB3S	2922cc	Ret.
	22	Shelby/Frère	DB3S	2922cc	Ret.
	08	R. Parnell/Salvadori	DB3S comp.	2922cc	Ret.
	27	Colas/Da Silva Ramos	DB2/4	2922cc	Ret.
1955	**23**	**Collins/Frère**	**DB3S**	**2922cc**	**02nd**
	24	Salvadori/P. Walker	DB3S	2922cc	Ret.
	25	Brooks/Riseley Prichard	DB3S	2922cc	Ret.
1956	**08**	**Moss/Collins**	**DB3S**	**2922cc**	**02nd**
	09	Salvadori/P. Walker	DB3S	2922cc	Ret.
	14	Brooks/R. Parnell	DBR1/250	2493cc	Ret.
1957	**21**	**Colas/Kerguen**	**DB3S**	**2922cc**	**11th**
	05	P. Whitehead/G. Whitehead	DBR2/370	3670cc	Ret.
	19	Salvadori/Leston	DBR1/300	2922cc	Ret.
	20	Brooks/Cunningham Reid	DBR1/300	2922cc	Ret.
1958	**05**	**P. Whitehead/G. Whitehead**	**DB3S**	**2992cc**	**02nd**
	02	Moss/Brabham	DBR1/300	2992cc	Ret.
	03	Brooks/Trintignant	DBR1/300	2992cc	Ret.
	04	Salvadori/Lewis Evans	DBR1/300	2992cc	Ret.
1959	**05**	**Salvadori/Shelby**	**DBR1/300**	**2992cc**	**01st**
	06	**Trintignant/Frère**	**DBR1/300**	**2992cc**	**02nd**
	04	Moss/Fairman	DBR1/300	2992cc	Ret.
	07	G. Whitehead/Naylor	DBR1/300	2992cc	Ret.
1960	**07**	**J. Clark/Salvadori**	**DBR1/300**	**2992cc**	**03rd**
	08	**I. Baillie/Fairman**	**DBR1/300**	**2992cc**	**09th**
1961	01	Kerguen/"Franc"	DB4	3670cc	Ret.
	02	Fairman/Consten	DB4 GTZ	3670cc	Ret.
	03	Davidson/Stillwell	DB4 GTZ	3670cc	Ret.
	04	Salvadori/Maggs	DBR1/300	2992cc	Ret.
	05	Flockhart/J. Clark	DBR1/300	2992cc	Ret.
1962	11	G. Hill/Ginther	P212	3996cc	Ret.
	12	Kerguen/"Franc"	DB4 GTZ	3749cc	Ret.
	14	Salmon/I. Baillie	DB4 GTZ	3749cc	Ret.
1963	07	Schlesser/Kimberley	DB4 GTZ	3749cc	Ret.
	08	Ireland/McLaren	DB4 GTZ	3749cc	Ret.
	18	P. Hill/L. Bianchi	P215	3996cc	Ret.
	19	Kerguen/"Franc"	DB4 GTZ	3749cc	Ret.
1964	18	Salmon/Sutcliffe	DB4 GTZ	3749cc	Ret.
1982	31	Evans/Lees/Needell	Nimrod	5340cc	Ret.
	32	**Phillpps/Mallock/Salmon**	**Nimrod**	**5340cc**	**07th**

Note: Aston Martin 5009cc engines were fitted to two Lola T73s in 1967. Surtees/Hobbs (11) and Irwin/de Klerk (12) both retired.

This powerful V8 is one of the Aston Martin's assets. It makes a glorious noise and is supplied by Tickford, one of the Aston subsidiaries, even though the legendary name of Lagonda appears on the cam covers. (Photos: B. Asset)

from 1/4 - scale model testing. That first tub was completed late in 1979, giving Hamilton and his men good time to assemble a complete car as and when finance and spare time allowed.

Meanwhile, January 1981 had seen Aston Martin Lagonda Ltd. change hands once again to former part shareholders, CH Industrials and Pace Petroleum, with Pace chairman, Victor Gauntlett becoming executive chairman and virtually running the show that year before CH Industrials took over the production and engineering side. As a well-known racing enthusiast, Gauntlett was soon asked when Aston Martin would return to racing ; the reply that he would love to take Aston back to the tracks as and when the company could afford it, was music to the ears of such enthusiasts as Hamilton. It wasn't long before he approached the new chairman to discuss a joint exercise.

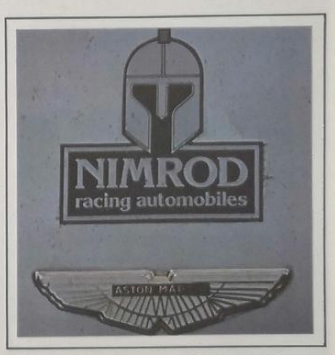
Once he had satisfied himself that Astons couldn't afford it and that there wasn't a more suitable chassis commercially available, Gauntlett took the plunge and Pace Petroleum became joint owners of a new company ; Nimrod Racing Automobiles was formed to build, develop and race competition machinery starting with Endurance racing. It had seemed possible to bring in an American shareholder but the divergence of rules between IMSA and Group C when it finally appeared was too great ; a weight limit of 800 kilos, different fuel tank regulations and minor dimensional differences meant different developments too far apart. However, the flat-bottom rules suited a car which was designed before ground effect became significant, even though the production-car relationship allowed homologated manufacturers to produce racing engines and Ford squeezed the Cosworth back in.

It was thought that sponsorship to accompany the return of a famous name would be available, so three new Group C tubs were ordered to follow on from the prototype IMSA car and a second IMSA unit. Hamilton was to run the first Group C car, chassis three, continuing to do all his development testing on the prototype. The new team was launched to the International press in November 1981 at Goodwood, scene of many a former Aston triumph and testing could start, using Silvertone's GP circuit most of the time. A number of drivers were tested before Hamilton settled on former F2 Champion, Geoff Lees, Tiff Needell and Bob Evans.

As part of the Gauntlett-Hamilton agreement, Nimrod agreed to buy their racing engines from Aston Martin Tickford, the engineering subsidiary. The first batch were to be 525 bhp carburettered units with 575 bhp fuel injected versions following. This gave ample justification for works involvement as the company had always believed that racing improved the production breed. Thus set up, the prototype had regular test sessions and was soon lapping in under lm 25s proving that it had some capability even though the 1981 ground-effect sports cars were some five seconds faster. Chassis three came along in February and the products of the testing were transferred with remarkable success.

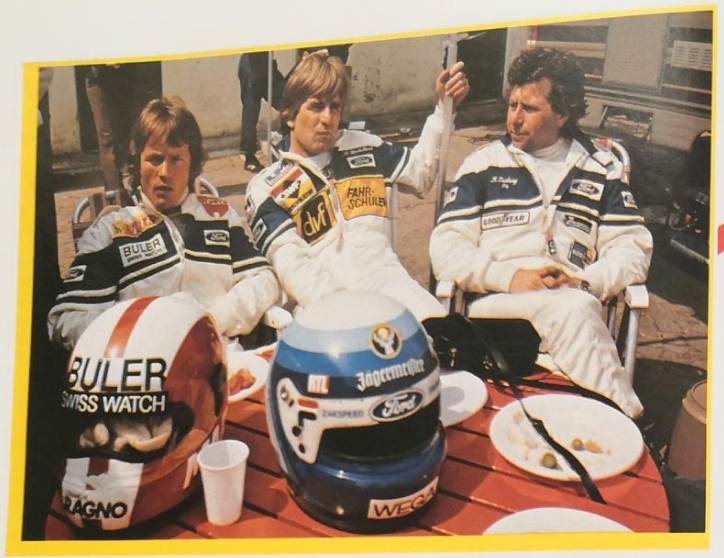
However, by then, sponsorship had not been forthcoming due to the economic climate and a three-car team looked unlikely. Meanwhile, Viscount Downe, who had run Dawnay Racing with ex-works Astons in the early sixties and continued to run Project 212 and the first of the DBR1s in historic racing later, decided to make a return to Aston racing ; since the Nimrod was the nearest available to a works Aston, he ordered chassis four. It was to be run by Richard Williams, an Aston specialist who ran the Downe historic cars as well as Le Mans cars for Simon Phillips ; Ray Mallock and Mike Salmon were to be the other drivers.

To ensure that it was still possible to offer a two-car team to a potential sponsor, Victor Gauntlett agreed to underwrite that sponsorship which, in the end, was not forthcoming, so Pace stayed on the Downe car while retaining its interest in the 'works' Nimrod.



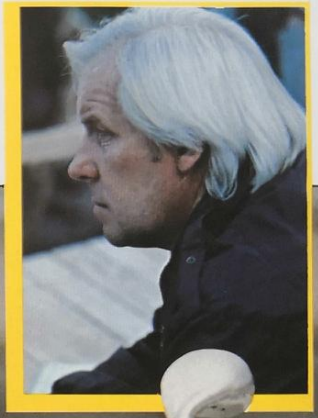
Thus, two Nimrods made their debut at Silverstone and the rest is recent history. The Downe Pace team finished sixth there, seventh at Le Mans and twelfth at Spa to take third overall in the foreshortened World Endurance Championship, finishing with a sound ninth at Brands Hatch. The 'works' car fared less well with a succession of engine failures which precluded it from even finishing in results ; no satisfactory reason for these failures has been found, although some of the early problems were part of Tickford development, and led to the improved reliability which contributed to the other car's success.

For 1983, a new Nimrod is on paper against suitable sponsorship to build and run it in either America or the WEC, while the Downe car will run with revised bodywork and a further developed Tickford engine and should weigh nearer 950 kilos ; it is hoped to run chassis 5 alongside that one as a two-car privateer team. Aston Martin Nimrods will be back. □

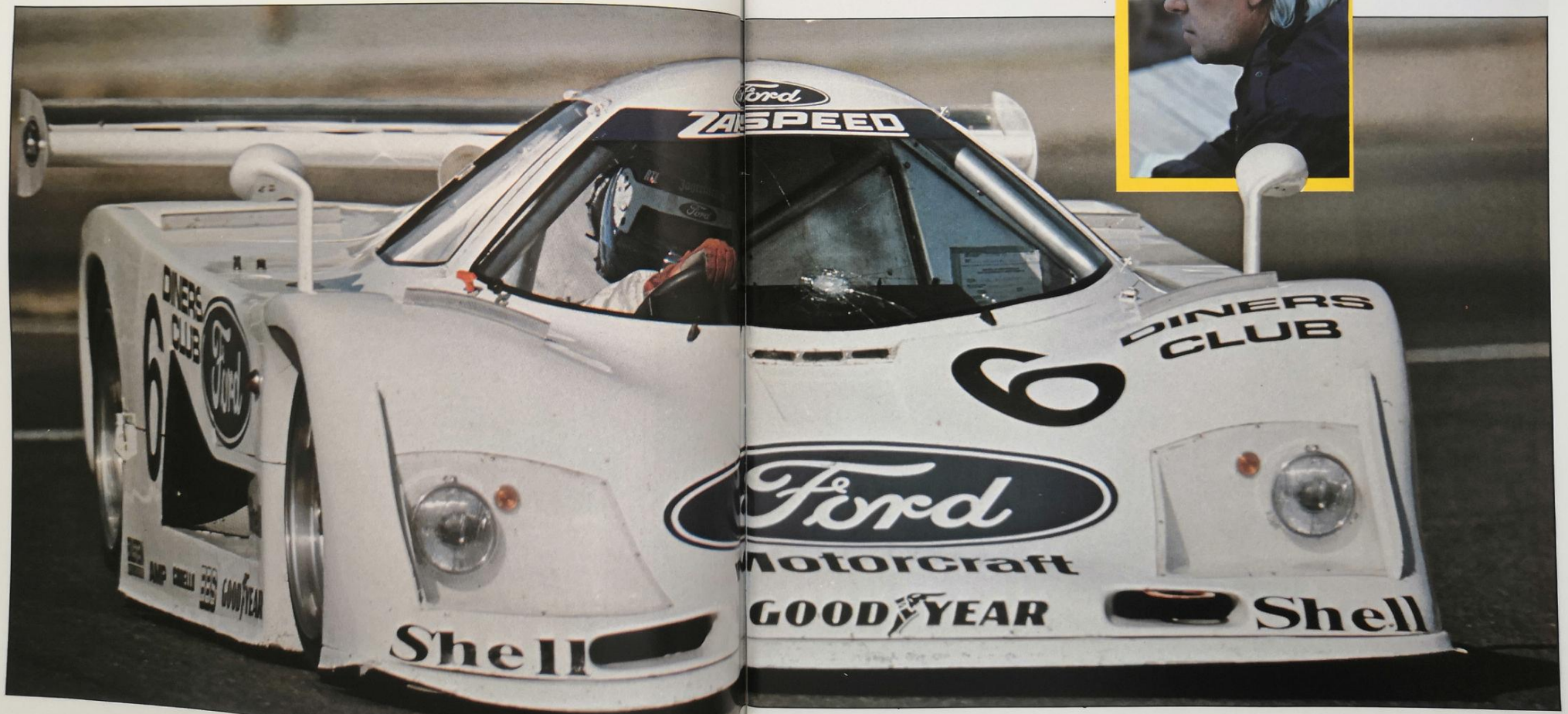


ETICENT THOROUGHBRED

Ford's C10
was one
just two factory-ru
machines using
manufacturer's engi
and chassis. The othe
of course, was Porsch
But this For
thoroughbred, originall
from the pen of Le
Bailey, had more than it
fair share of problem
The car was run b
silver-haired Eri
Zakowski's Zakspeed
team from Germany, bu
Tony Southgate wa
soon called in to hel
out in the car'

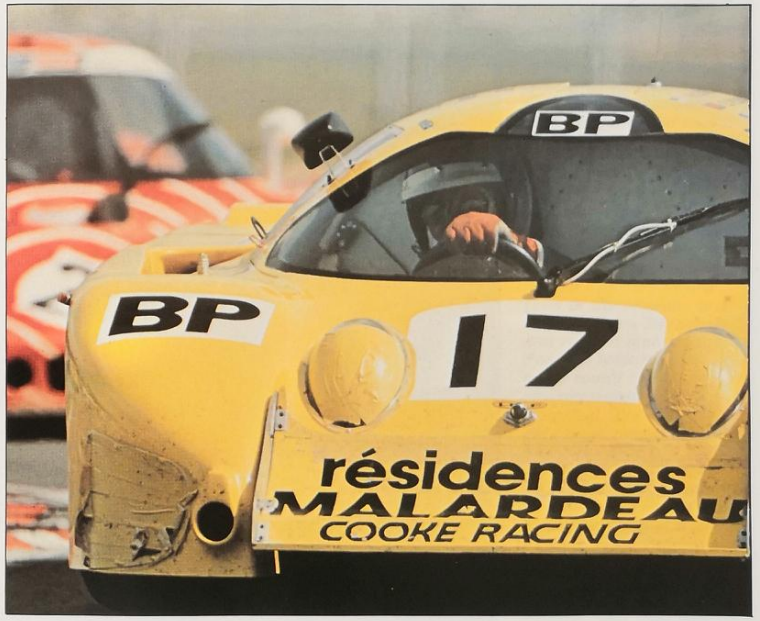


development.
The young thoroughbred needed some work, and steadily Southgate turned it into a capable and effective racer, once the suspension had been redesigned, the car had been stiffened and the weight had been cut. Ford hired talented drivers in Marc Surer, Manfred Winkelhock, Klaus Ludwig and Klaus Niedzwiedz – the latter not pictured here – to race the car. But although the cars ran promisingly at Le Mans, Spa and Brands Hatch, victory was still some way off. The C100 was not a patch on its predecessor, the 1967 MKIV .
(Photos: B. Asset)



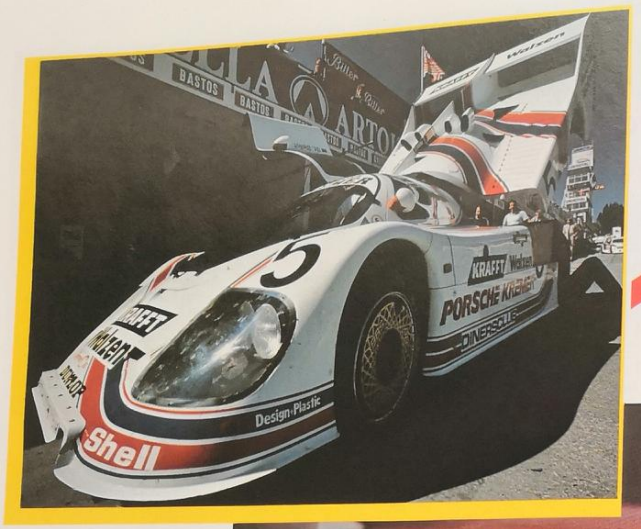
IND CHEATERS

Both Lola and Sauber produced Group C cars with spectacular aerodynamics, but in neither case did the cars succeed in running strongly. Hans Stuck, Sigi Muller Jnr and Walter Brun formed the backbone of



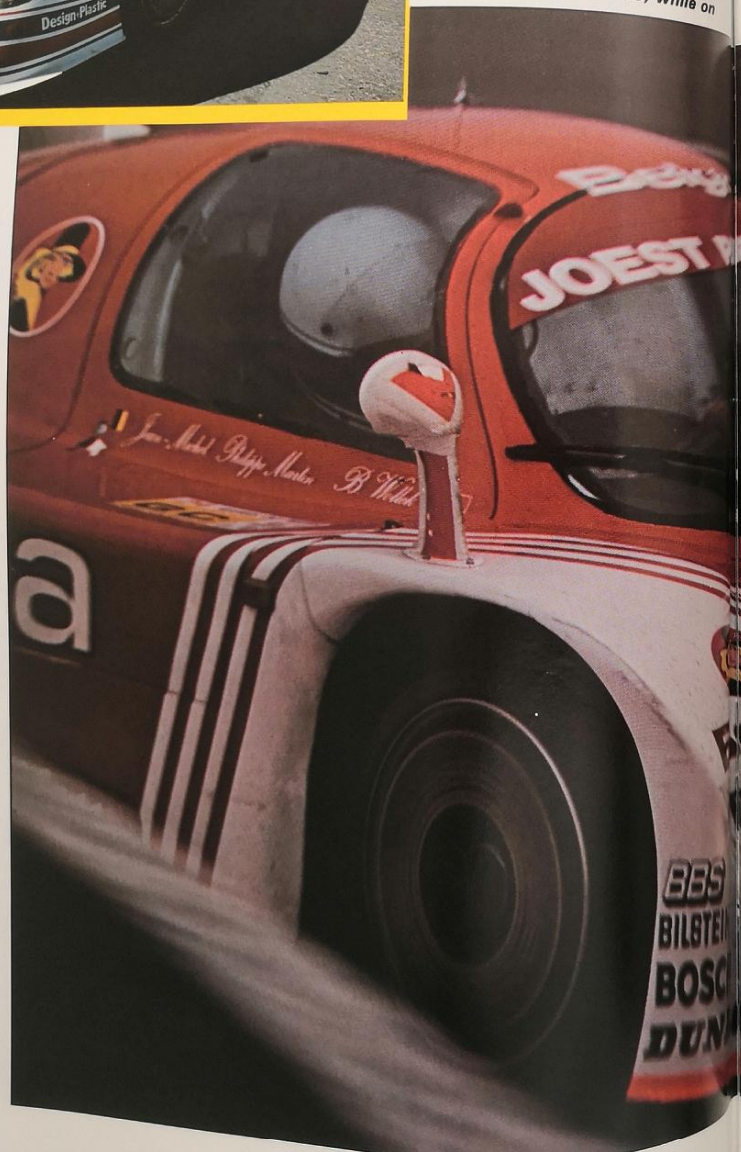
the driving team in the Swiss-built cars, helped out by a variety of 'No fours.' Guy Edwards and Rupert Keegan regularly drove Eric Broadley's works Lola, supported by the similar yellow car of Ralph Cooke at Le Mans.

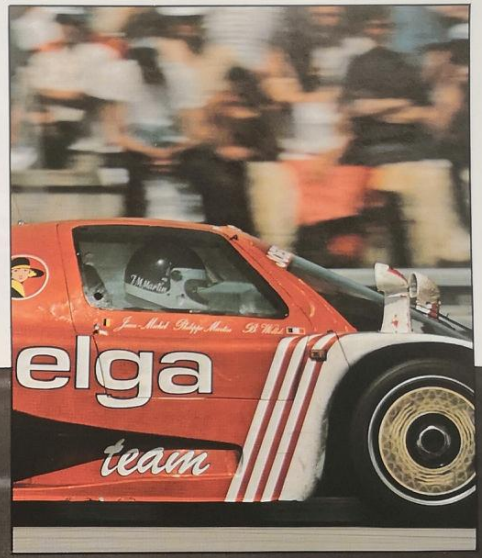
By the end of the year, Sauber had replaced one of their Cosworths with a turbo BMW engine, while Lola found various aerodynamic solutions for fast and slow circuits. But neither car had much success. (Photos: B. Asset)

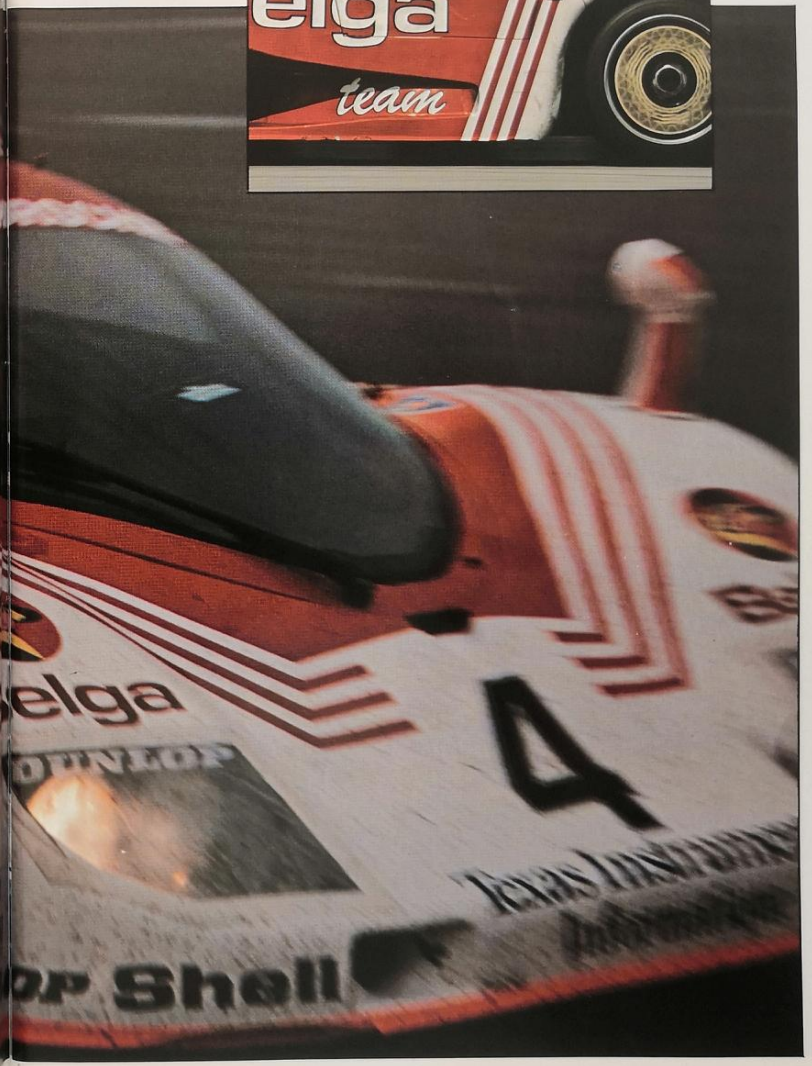


PORSCHE RIVALS

As usual, there were German teams running Porsches in the World Championship. On the one hand, the Kremer brothers Erwin and Manfred built up their superb CK5, while on





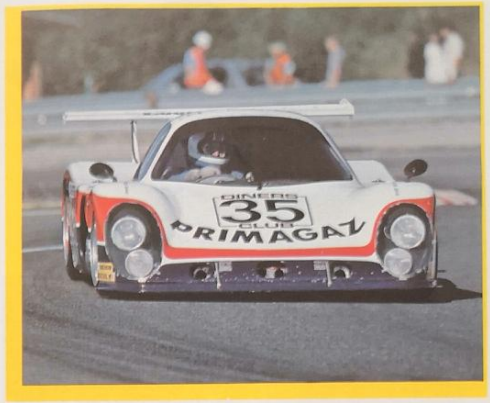


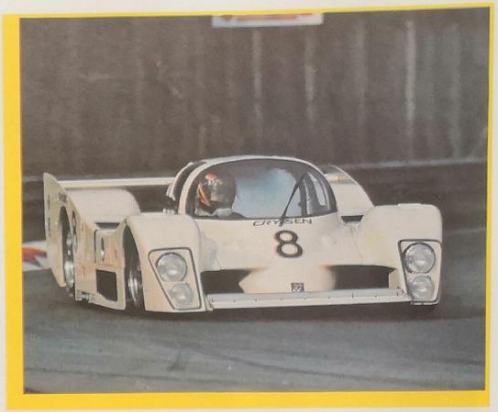
the other, Rheinhold Jost converted a 936 Group Six car into a Group C car.
Both cars used flat six cylinder engines, fed by twin KKK turbos. And both teams reckoned that their solution was the ideal one, seeking to outdo the other. On each occasion the two teams met, the battle was intense.
Jost's number one driver was Bob Wollek, who was supported by the Martin brothers at the start of the season, and later by Henri Pescarolo and Hans Heyer. Jost's Porsche took part in every round of the championship apart from Fuji. The CK5 ran only three times, each time driven by a different team of drivers. But 1983 is likely to see an even more intense battle, when Jost and Kremer will be joined by cars entered by Georg Loos, another regular German sports car entrant. And who will take the title of Deutchmeister then? (Photos: B. Asset)

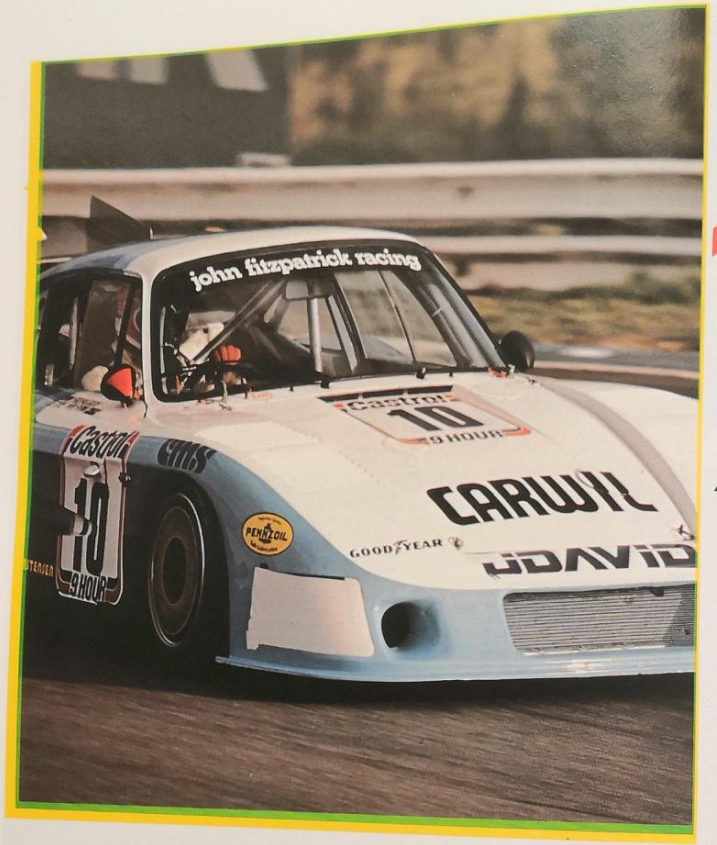
THE ONE-OFFS

Porsche and Rondeau dominated. It was left to the Fords, Saubers, Lola, Jost Porsche or Aston Martin Nimrods to fill the role of pretenders. And behind them came the one-offs. These constructors were smaller companies, men trying to make a name. For some years, WM have entered cars powered by the turbocharged V6 PRV engine, but rarely has the team had money to run top drivers. Another French effort was Yves Courages's Cougar usually powered by the smaller 3.3 litre Cosworth with a variety of paying drivers to help fund the under-financed team. Ian Dawson's GRID Plaza S1 also needed a cash injection, but rarely impressed on its European outings. Finally, the angular URD

looked more like a sprint car than an Endurance machine. Its 3.5 litre stock block BMW was no match for a Cosworth. (Photos: B. Asset)





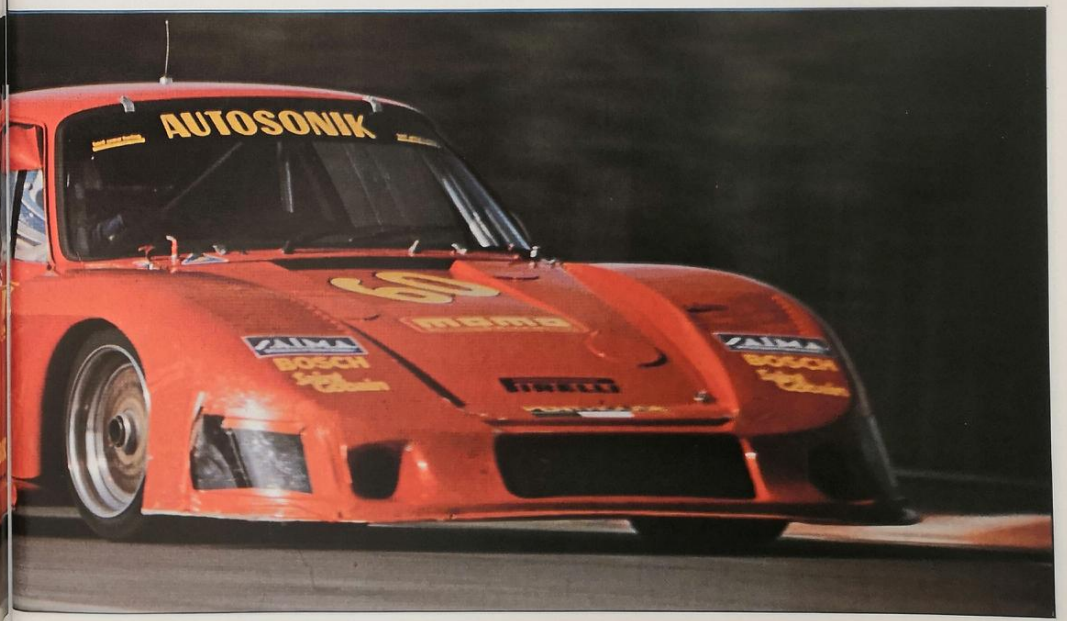


THE END OF MOBY DICK

Sports car racing has been dominated for the past few years by Porsche 935s, both in the United States and in Europe. The 1982 season was a transitional one, when the new Group C cars made their debuts, and the Group Five cars had their final races. Amongst these were the Moby Dicks, two Rheinhold Jost-built 935s modelled on a former works car. In the white and blue corner was John Fitzpatrick Racing's model, mainly raced in the United States but also at Le Mans, Brands Hatch and Kyalami with both David Hobbs and Desiré Wilson supporting Fitz. Without doubt, its best result was fourth at Le Mans behind the three works Porsche 956s.

In the red and yellow corner was the version that Gianpiero Moretti ran in the States in 1981. When the Eagle engines in his Group C March failed at the beginning of the year, Moretti, who makes Momo steering wheels and accessories in Italy, brought his Moby Dick out of mothballs and shared it with Mauro Baldi.

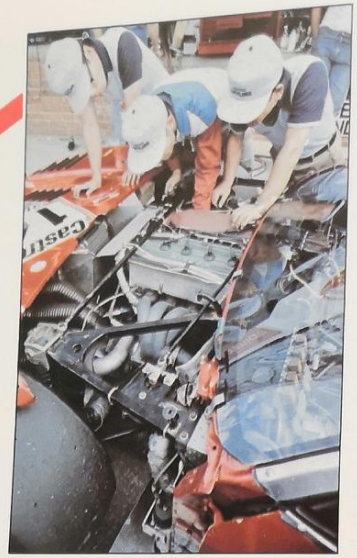
Next year, Porsche 935s will only be seen running under IMSA rules, or converted to Group C. It will be the end of an era. (Photos: B. Asset)



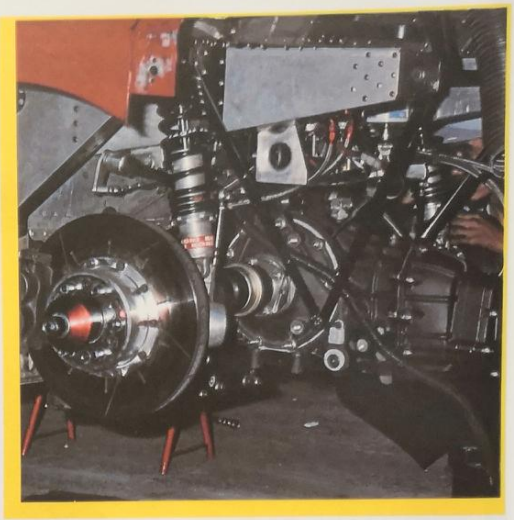
MYSTERY OF THE ORIENT

The great novelty at Kyalami was a Datsun Skyline Group 5 car built by the factory in Japan and driven by Japanese driver Masahiro Hashemi and David Hobbs, the latter having a weekend off from John Fitzpatrick Racing. The car was built to Group 5 regulations, although it could be easily converted to either IMSA or Group C specification. However, the Japanese crew looking after the car were secretive and not saying too much about it. From what one could see, the car was

powered by a front-mounted four cylinder 2000cc engine boosted by an enormous turbo, probably giving around 600bhp and fed through a Hewland gearbox mounted in the rear of the car.



A certain amount of ground effect was gained by side pods complete with skirts. The car was obviously difficult to drive, particularly since it had scarcely been tested. It suffered from considerable throttle lag followed by a sudden punch of power when the turbo sprang into action. The car was slow in corners, but very quick down the straights, the 600bhp thrusting the 970 kilo car at great speed. What now is the future of this car? Surely it wasn't only built for Kyalami? That is one of the mysteries of the Orient... (Photos: B. Asset)



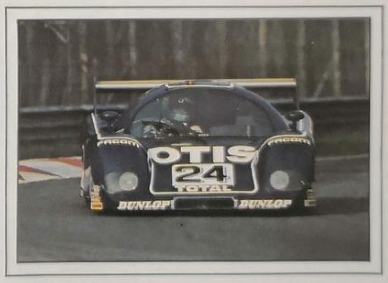
MONZA 1000 KMS

The two works Martini Lancias dominated the opening round of the World Endurance championships at Monza, but it was Rondeau who took line honours. For the first round of a new championship, there was an encouraging entry of ten Group C cars, threatened by the two Lancias running to outdated but permitted Group 6 regulations.

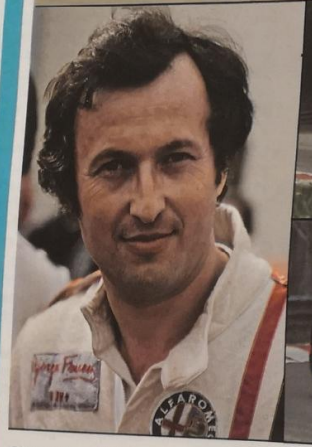
After two hours, Riccardo Patrese and Michele Alboreto had a phenomenal lead, having made a mockery of the Group C entry by lapping even the second-placed Ford-Rondeau driven by Henri Pescarolo/Jean Rondeau/Giorgio Francia. In third place was the second Lancia driven by Piercarlo Ghinzani/Teo Fabi, already delayed by an early tyre-stop and then a faulty injection system for which the mechanics compensated by turning up the turbo boost.

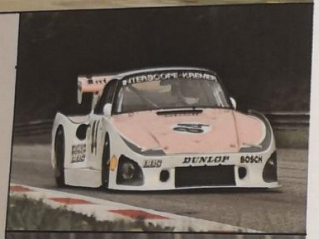
But in the third hour came the warning signs of failure. On lap 73 out of the scheduled 173, Patrese pitted for another tyre and then Ghinzani came in with a holed radiator which dropped his car back. Then came two more blows : distributor failure which first of all delayed both cars, and then caused their retirements. Team manager Cesare Fiorio suspected a faulty batch of distributors. It left the works Rondeau in the lead, and although the car was delayed by a cracked alternator drive pulley, an extra fuel stop due to a faulty valve and later a roll-bar change, the French car gave Ford its first and only win in 1982 Group C. Indeed, there was something very French about the Group C points - winners at Monza. Two Porsche 935s, a Group 6 Osella and a Group 5 Lancia filled the next four places behind the Rondeau, and the next Group C car was the works Peugeot WM driven by Guy Frequelin/Roger Dorchy/Jean-Daniel Raulet despite turbo bothers and twice being in tyre trouble. The car ran out of fuel as it crossed the line, but at least it had passed Rheinhold Jost's converted Porsche 936C, now in Group C trim. The team had dropped from third to sixth while waiting in the pits as they had run out of fuel due to a first hour refuelling error. The car went out to do a final lap and be classified seventh, but was later disqualified for an over-size fuel tank. Later in the season, at Mugello, it was again suspected of having an over-size tank, but this time Bob Wollek proved this wasn't the case. None of the other Group C cars made it to the end. Some scarcely made the start. Gianpiero Moretti's March-Chevrolet allowed its two drivers two laps apiece before the engine called enough. The works Lola was disqualified after a lap because of a windscreen irregularity, although later the officials were found to be at fault. Both Saubers went out early on with radiator and fuel pump bothers after a total of 35 laps, and the sole Ford lasted 18 laps before a water pipe split and caused terminal overheating. A privately entered Rondeau lasted 38 laps, while David Hobbs/Emilio de Villota passed the five hour mark in the GRID when the engine suddenly broke.

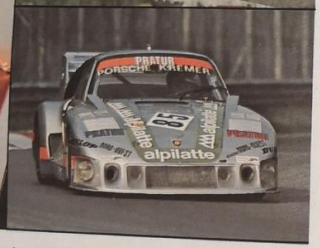
The carnage wasn't merely confined to the new Group C entries, for out of some 31 qualifiers, only 12 cars finished. First blood had gone to Rondeau and Ford, but the turbo men looked stronger.



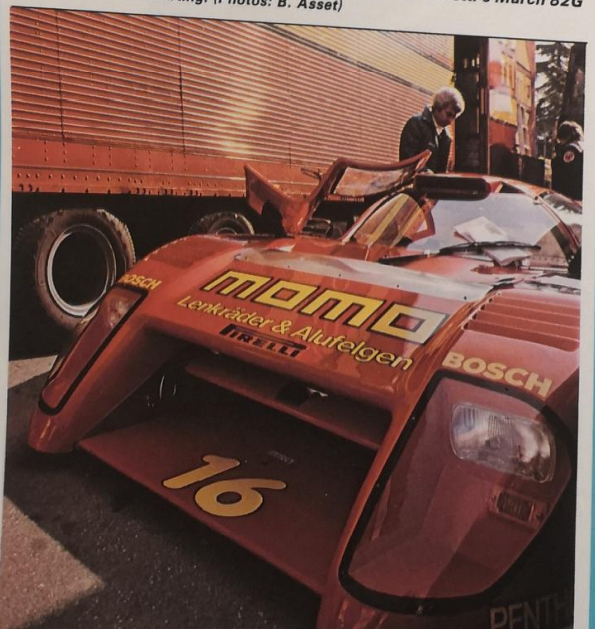
Jean Rondeau's car scored Ford's first and only win in the new Group C championship. The M382C was driven by Henri Pescarolo (in green helmet) and Giorgio Francia, Alfa Romeo's test driver who is normally seen in a Group Six Osella in endurance races. (Photos: B. Asset)



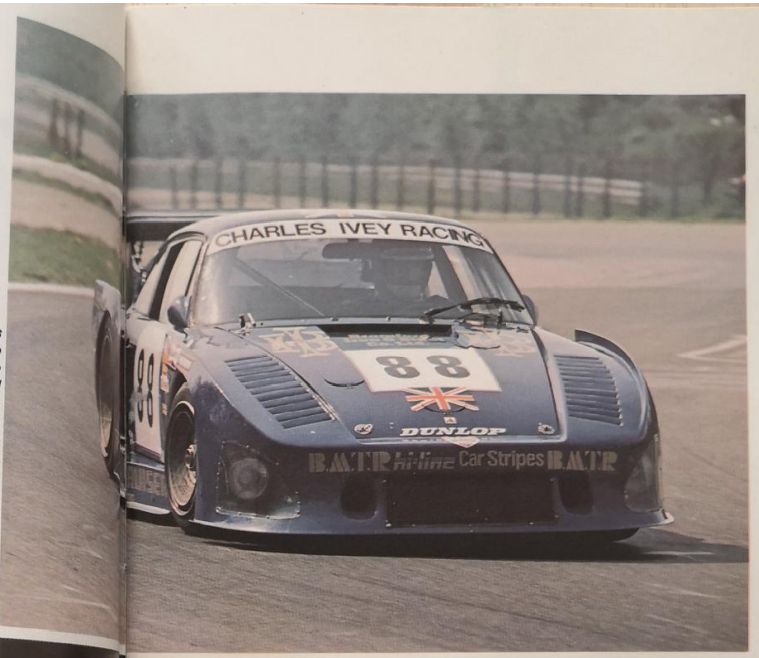


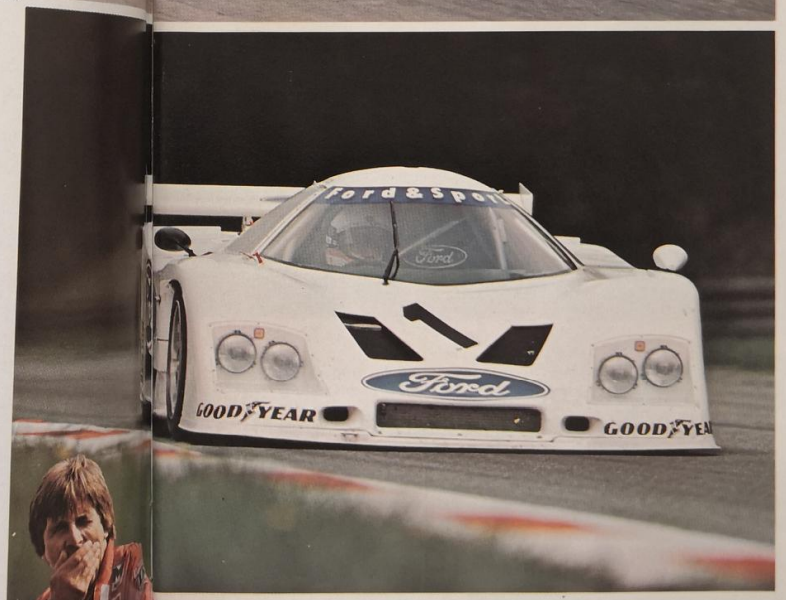


Giorgio Francia (above) was one of the winning pair, but Del Buono-Govoni (Ferrari 512 BB No 98), Bussi-Guerin-Servanin (Rondeau M382C No 12) Cooper-Smith (Porsche 935 No 88) and 'Victor'-Giuliani – Pallavicini (Porsche 935 No 85) encountered various problems in the race. Below, the Eagle V8s in Moretti's March 82G prevented him from starting. (Photos: B. Asset)



Very attractive in its pink and white colour scheme, the Stommelen-Field Porsche 935 also proved to be effective, finishing in second position, a lap behind the winners. Ford's C100 didn't make a promising debut, and Manfred Winkelhock obviously wasn't impressed. (Photos: B. Asset)





MONZA 1000 KMS

First round of the World Endurance Championship for Makes.
First round of the World Endurance Championship for Drivers.
Date: April 18, 1982.
Distance: 173 laps of 3.604 mile circuit, 623.483 miles.
Weather conditions: good weather in both practice and race.
Attendance: 20,000 spectators.

STARTING GRID

51 - LANCIA MARTINI
Patrese-Alboreto
1'39"91

6 - FORD SAUBER SHSC6
Stuck-Heyer
1'42"85

4 - PORSCHE 936J
Wollek-Martin-Martin
1'45"11

84 - PORSCHE 935K3
Stommelen-Field
1'45"20

18 - FORD LOLA T610 (**)
Edwards-Keegan
1'46"20

9 - PEUGEOT WM ZNS 4T
Dorchy-Fréquelin-Raulet
1'47"46

88 - PORSCHE 935K3
Cooper-Smith
1'48"38

87 - PORSCHE 935K3
Doren-Lassig
1'49"89

85 - PORSCHE 935K3
« Victor »-Giuliani-Pallavicini
1'51"39

7 - FORD SAUBER SHSC6
Müller Jr-Brun
1'52"13

81 - LANCIA BETA MC
Casoni-Castellano
1'53"18

53 - OSELLA BMW
Lateste-Deret-Lemerle
1'55"03

94 - PORSCHE 934
Dron-Cleare
1'59"84

56 - CHEVRON FORD B36
Arlotti-Mezzini
2'01"55

95 - BMW M1
Winther-Viggo
2'02"34

98 - FERRARI 512BB
Del Buono-Govoni
2'03"16

52 - LANCIA MARTINI
Ghinzani-Fabi
1'40"04

24 - FORD RONDEAU M382C
Pescarolo-Francia
1'44"26

1 - FORD C100
Ludwig-Winkelhock-Surer
1'45"20

62 - OSELLA CARMA (*)
Facetti-Finotto-"Gimax"
1'45"99

8 - FORD GRID PLAZA S1
Hobbs-de Villota
1'47"20

55 - OSELLA BMW
Truffo-Moreschi
1'48"10

86 - PORSCHE 935/2
Merl-Wollek-Schornstein
1'49"87

64 - OSELLA BMW
Ciuti-Benusiglio-Piazzi
1'51"10

82 - LANCIA BETA MC
Dacco-Giudici-Thatcher
1'51"63

93 - BMW M1
Calderari-Grano-Vanoli
1'52"30

12 - FORD RONDEAU M382C
Bussi-Guérin-Servanin
1'53"50

65 - GRD FORD (*)
Pozzo-Mussa-Perego
1'57"36

16 - CHEVROLET MARCH 82G (*)
Moretti-Baldi
2'00"21

97 - PORSCHE 924 GTR
Palmer-Lloyd
2'01"79

96 - PORSCHE 924
Zbinden-Koffel
2'02"85

(*) Withdrawn, did not start.
(**) Disqualified for not conforming to Group C rules. Started but black flagged after one lap.

RESULTS

1 - **Ford Rondeau M382C**/Pescarolo-Francia, 173 laps, 623.483 miles in 5 hs 33'56"2, 112.024 mph.

2 - Porsche 935K3	Stommelen-Field	one lap behind
3 - Osella BMW	Ciuti-Benusiglio-Piazzi	6 laps behind
4 - Porsche 935/2	Merl-Wollek-Schornstein	6 laps behind
5 - Lancia Beta MC	Casoni-Castellano	10 laps behind
6 - **Peugeot WM ZNS 4T**	Dorchy-Fréquelin-Raulet	11 laps behind
7 - Lancia Beta MC	Dacco-Giudici-Thatcher	16 laps behind
8 - Ferrari 512BB	Del Buono-Govoni	22 laps behind
9 - Porsche 934	Cleare-Dron	23 laps behind
10 - BMW M1	Winther-Viggo	25 laps behind
11 - Porsche 924 GTR	Palmer-Lloyd	48 laps behind

Note : the **Porsche 936C** of Wollek-Martin-Martin which finished 7th was disqualified for having an over-size fuel tank.

Fastest lap: Lancia Martini/Patrese, 1'44"3, 124.393 mph.

LEADERS

1st to 30th lap: Lancia Martini (Patrese-Alboreto)
31st to 33rd lap: **Ford Rondeau M382C** (Pescarolo-Francia).
34th to 60th lap: Lancia Martini (Patrese-Alboreto)
61st to 68th lap: **Ford Rondeau M382C** (Pescarolo-Francia).
69th to 73rd lap: Lancia Martini (Patrese-Alboreto).
74th to 173 rd lap: **Ford Rondeau M382C** (Pescarolo-Francia).

SILVERSTONE 6 HRS

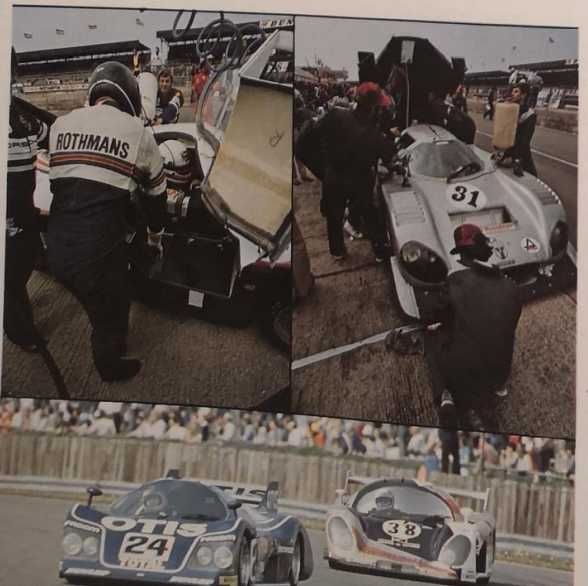
Porsche's debut in Group C with the 956 resulted in a fine second place for Jacky Ickx-Derek Bell, but they were delayed by having to ease up to conserve fuel. So they were beaten by the agile little Lancia of Patrese-Alboreto. On the extreme left is the Carma-engined Osella (N°52) driven by Finotto-Facetti. (photos : First Line)

The format of Silverstone's traditional six hour race in May proved to be an immense disadvantage to nearly all the Group C teams. Instead, it was easy for Lancia to trickle home three laps ahead of Porsche's brand new, utterly reliable but enormously restricted 956 driven by Derek Bell/Jacky Ickx. The problem was that the race ran to 1113 kilometers during its six hours ; the fuel regulations prescribed five stops for that race. Group C cars, already on the limit with five stops to 1000 kilometers, were rendered ineffective over 1113 kilometers.
So Lancia with their nimble, light 1.4 litre turbocharged sports cars found themselves with a considerable advantage. After the first hour they were a lap ahead of the rest. In the second hour, Riccardo Patrese lost his half lap lead over Teo Fabi with a puncture after a brush with a slower car. Once out on the track, teammate Michele Alboreto was able to pull out all the stops, and was back up to second place at half distance. But in the fifth hour, the leading Lancia of Fabi/Ghinzani pitted with a serious misfire which was never cured. Before the end of the hour, the engine called enough. From then on, the final Lancia could quietly cruise to a three lap win, for not even serious clutch trouble in the final hour could halt Patrese's progress.
Silverstone is traditionally a Le Mans test race. The Pace-sponsored 1982 version was no different. There were 15 Group C cars, including debut appearances from the works Porsche, Rondeau's 482, Aston Martin Nimrod, and the revised Dome. Ford had considerably modified the lone C100 and modifications had been made to the Lola. Rondeau's aerodynamic 482 was to make its only outing at Silverstone.

The C-cars proved to be much more reliable on their second outings, with the new Porsche finding the fuel restriction problems a very nasty shock, but still coming home second. The Jöst Porsche, with Bob Wollek and the Martin brothers, took a good third, this time without the Monza fuel problems. It looked certain to be dislodged from this position by the second works Rondeau. The new 482 had gone out when its bodywork had disintegrated, but Henri Pescarolo had joined Gordon Spice in the usual 382C. Despite a rear suspension problem, they were heading for third place when more rear suspension trouble intervened in the final hour, dropping the car to fifth, behind the quick little Group 6 Osella.
Nimrod Aston Martin had a most encouraging opening race with sixth place, although this was scored by the private version driven by Mike Salmon/Ray Mallock. The works car retired with a broken rotor arm after half distance. The works Ford was delayed by a puncture and a holed radiator. The Dome went out before half distance with falling fuel pressure, the GRID twice suffered broken exhausts and then loss of fuel pressure, while the works Ultramar Lola might have finished in the top six but for a damaged rear wheel bearing which heralded other problems.

This time, Group C had presented a much improved face, with 22 cars being classified from the 40 starters. Only that weird fuel phenomena had robbed the public of what should have been an exciting race.

The Ickx-Bell Porsche won the Group C class, but less successful on its one and only official appearance of the year was the Rondeau-Migault Rondeau M482C (N°24). Alboreto-Patrese scored Lancia's first victory of the year, Muller-Brun finished 13th in their Sauber SHS C6 (N°19) but the GRID Plaza S1 (N°37) of Hobbs-de Villota retired. Although the works Nimrod Aston Martin of Lees-Evans also retired, the Viscount Downe-entered version (N°32) of Mallock-Salmon finished sixth. (Photos : First Line).



Above : the Ford Dome Amada RC82 made its first of two appearances of the year at Silverstone driven by Chris Craft-Eliseo Salazar (pictured) - Raul Boesel. It also ran at Le Mans, but without success. Below : a disappointed Eric Broadley whose Lola T610 driven by Edwards-Keegan dropped out of the top six to finish 16th. (Photos : First Line and B. Asset).

SILVERSTONE 6 HRS

Second round of the World Endurance Championship for Makes.
Second round of the World Endurance Championship for Drivers.
Date: May 18, 1982.
Distance: Six hours over 2.932 miles circuit.
Wheather conditions: good weather in practice and race.
Attendance: 20,000 spectators.

STARTING GRID

1 - PORSCHE 956
Ickx-Bell
1'16"91

50 - LANCIA MARTINI
Patrese-Alboreto
1'18"59

52 - OSELLA CARMA
Finotto-Facetti
1'20"04

4 - PORSCHE 936J
Wollek-Martin-Martin
1'21"23

23 - FORD RONDEAU M382C
Pescarolo-Spice
1'22"45

32 - ASTON MARTIN NIMROD
Mallock-Salmon
1'24"88

60 - PORSCHE 935K3
Cooper-Smith
1'25"27

78 - PORSCHE 935L
Moretti-Baldi
1'26"27

36 - FORD DOME AMADA RC82
Craft-Salazar-Boesel
1'27"20

64 - PORSCHE 935K3
Laessig-Doren
1'28"16

48 - LANCIA BETA MC
Crawford-Castellano-Thatcher
1'29"50

55 - CHEVRON FORD B36
Birrane-Smith-Crang
1'30"70

38 - FORD RONDEAU M382C
Bussi-Delaunay-Guerin
1'31"32

24 - FORD RONDEAU M482C
Rondeau-Migault
1'32"43

82 - MAZDA RX7
Terada-Walkinshaw-Lovett
1'33"58

84 - PORSCHE 924 GTR
Lloyd-Rouse
1'34"89

90 - PORSCHE 934
Dron-Cleare
1'35"21

68 - PORSCHE 935 « baby »
Lundgardh-Stureson
1'37"22

91 - PORSCHE 924
Zbinden-Koffel
1'38"15

96 - PORSCHE 930 (*)
Müller - Memminger
1'45"94

51 - LANCIA MARTINI
Ghinzani-Fabi
1'17"98

7 - FORD C100
Ludwig-Winkelhock
1'19"90

20 - FORD SAUBER SHSC6
Stuck-Heyer
1'20"88

16 - FORD LOLA T610
Edwards-Keegan
1'21"36

37 - FORD GRID PLAZA S1
Hobbs-de Villota
1'23"37

19 - FORD SAUBER SHSC6
Müller Jr-Brun
1'25"16

31 - ASTON MARTIN NIMROD
Lees-Evans
1'25"33

56 - OSELLA BMW
Francia-Truffo
1'26"32

63 - PORSCHE 935/2
Schornstein-Grohs
1'27"63

39 - FORD DE CADENET
de Dryver-Wilds
1'29"47

49 - LANCIA BETA MC
Giudici-Thatcher
1'30"26

59 - VOGUE FORD SP2
Mercer-Chittenden-Williams
1'31"19

62 - BMW M1
O'Rourke-Mason-Allam
1'32"17

58 - LOLA FORD T298
Baker-Faure-Arundel
1'32"64

92 - BMW M1
Winther-Viggo
1'33"85

74 - LOTUS ELAN FORD
Payne-Ashmore
1'35"10

80 - FERRARI 512BB
Philipps-Earle-Jones
1'35"62

85 - BMW M1
Garcia-Naon
1'37"94

75 - BMW 320
Leim-Simonsen
1'40"62

9 - PEUGEOT WM ZNS 4T
Dorchy - Raulet - Pignard
1'54"81

(*) Withdrawn.

RESULTS

1 - Lancia Martini/Patrese-Alboreto, 240 laps, 703.589 miles in 6 hrs 00"15, 117.197 mph

2 - **Porsche 956**	Ickx-Bell	3 laps behind
3 - **Porsche 936J**	Wollek-Martin-Martin	9 laps behind
4 - Osella BMW	Francia-Truffo	12 laps behind
5 - **Ford Rondeau M382C**	Pescarolo-Spice	13 laps behind
6 - **Aston Martin Nimrod**	Mallock-Salmon	13 laps behind
7 - Porsche 935L	Moretti-Baldi	17 laps behind
8 - **Ford C100**	Ludwig-Winkelhock	17 laps behind
9 - Porsche 935K3	Laessig-Doren	24 laps behind
10 - Lancia Beta MC	Crawford-Castellano-Thatcher	25 laps behind
11 - **Peugeot WM ZNS 4T**	Dorchy-Raulet-Pignard	26 laps behind
12 - Porsche 935/2	Schornstein-Grohs	31 laps behind
13 - **Ford Sauber SHSC6**	Muller Jr-Brun	32 laps behind
14 - Porsche 935 « baby »	Lundgardh-Stureson	36 laps behind
15 - BMW M1	Winther-Viggo	36 laps behind
16 - **Ford Lola T610**	Edwards-Keegan	37 laps behind
17 - Ferrari 512BB	Phillips-Earle-Jones	41 laps behind
18 - BMW M1	Garcia-Naon	46 laps behind
19 - Porsche 934	Dron-Cleare	59 laps behind
20 - BMW M1	O'Rourke-Mason-Allam	61 laps behind
21 - Lola Ford T298	Baker-Faure-Arundel	71 laps behind

Fastest lap: Lancia Martini/Patrese, 1'21"18, 130.022 mph.

LEADERS

1st lap: Lancia Martini (Ghinzani-Fabi)
2nd to 42nd lap: Lancia Martini (Patrese-Alboreto)
43rd to 45th lap: **Ford C100** (Winkelhock-Ludwig)
46th to 76th lap: Lancia Martini (Patrese-Alboreto)
77th to 97th lap: Lancia Martini (Ghinzani-Fabi)
98th to 103rd lap: Lancia Martini (Patrese-Alboreto)
104th to 183rd lap: Lancia Martini (Ghinzani-Fabi)
184th to 240th lap: Lancia Martini (Patrese-Alboreto)

NÜRBURGRING 1000 KMS

Left : when his own car broke, Riccardo Patrese joined Fabi and Alboreto in the second Lancia. Here he is being strapped into the car by Fabi, and in the end, the trio beat the works Rondeau by a lap. It was Patrese's most satisfying and enjoyable race.
Right : the BMW-engined URD, seen during practice, only did a couple of hundred yards in the race before crashing into photographers.
(Photos : First Line)

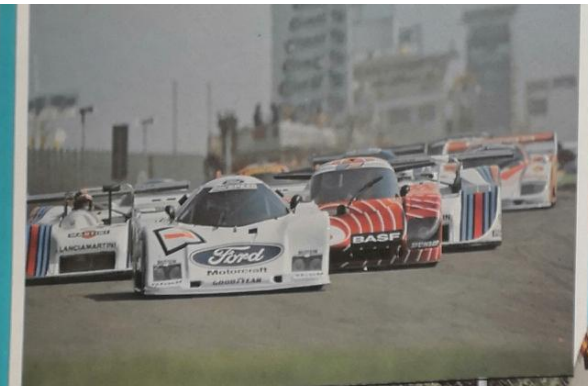
There are some weekends when it seems that things can only get better. Lancia had once of those at the Nurburgring. On his first lap of practice, Riccardo Patrese had a horrifying, cartwheeling accident which knocked him out and from which he was lucky to survive. He was luckier still to walk away completely unhurt, but his car was a mess. Former co-driver, Michele Alboreto, also crashed his car that day. Lancia would not start from pole position, and two cars needed repairing. Yet from all this, Lancia salvaged victory.
Indeed, at one time Cesare Fiorio's team might not have even had final victory for glory. After three hours of racing, the works pole-winning Ford driven by Klaus Ludwig/Manfred Winkelhock was over a minute in the lead on what could be termed its local circuit. But then the transmission failed, and into the picture came Patrese in the Lancia. It may not have been intentional but it was coincidental. He had just completed a couple of wary laps, the first after his accident and the first of his stint. He was now leading — by two laps.

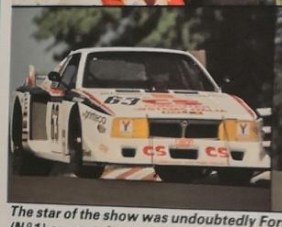
The Lancia picture was not a little confused. Now that Alboreto and Patrese had both built up a fine championship points total they were split into different cars, and would take the second driving stint, just in case it became necessary for either to swop to the other's car. Ghinzani (sharing with Patrese) had already gone out with a broken gearbox. Fabi and Alboreto had got the car into a fine position despite faulty refuelling equipment. When the Ford retired, Patrese joined the other two and the three drivers kept up a good average to win by a lap. It was Patrese's third World Championship win in 15 days.

By half distance, any challenge to the leaders from the Group C men had disappeared, the proximity of Le Mans had scarcely made for an interesting Group C entry : one Ford, a solitary Sauber, the works Lola, a single Rondeau, the usual WM and Jost's Porsche. Newcomers were the stubby URD which Harald Grohs crashed to the detriment of photographers at the first corner, and Yves Courages's Cougar which was retired by Patrick Gaillard after a single lap due to broken rear suspension.
But then there was little joy for any of the Group C men. Stuck went well in the Sauber early on until the engine broke after four laps, and Wollek was in third just before half distance when a burst tyre sent co-driver Philippe Martin off the track. After 15 of the 44 laps, the fifth placed Lola T610 broke its engine. The little WM was sidelined with ignition failure on lap one.

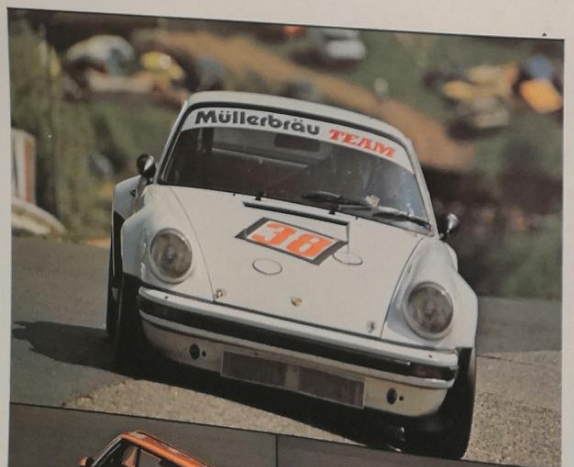
So into second place came the lone Rondeau, the team's main problem being Rolf Sommelen's health. The German driver, sharing with Henri Pescarolo, was so sick he was unable to do his full stints, but the Frenchman as usual did his best and kept the car on the road to finish second.

The Group C men had largely failed, but both Pescarolo and Ford Rondeau were very well placed in the championships. Third was a Group 5 BMW M1, similar to the one that won the previous year, while in ninth place was a Group B Porsche 911 which was to cause controversy later in the season but would push Porsche to the championship title.





The star of the show was undoubtedly Ford's C100 driven by Ludwig-Winkelhock (N°1) seen at the start. Neither Bob Wollek nor Patrick Gaillard had much luck and nor did the Castellano-Giudici Lancia (N°63) and the Stuck-Heyer Sauber (N°20). However, Muller-Memminger eventually had a decisive effect on the championship for Porsche by finishing ninth in their Group B 930 (N°38). The orange BMW 320i finished fourth. (Photos : First Line).



In spite of various obvious problems with its bodywork (left), the Enny BMW M1 driven by Grano-Calderari-Kelleners eventually took third place, one place behind the Rondeau driven by Henri Pescarolo and Rolf Stommelen, the Frenchman (below) taking a decisive lead in the World Endurance championship for Drivers. (Photos : First Line)

NURBURGRING 1000 KMS

Third round of the World Endurance Championship for Makes.
Third round of the World Endurance Championship for Drivers.
Date: May 30, 1982.
Distance: 44 laps of 14.189 mile circuit, 624.315 miles.
Weather conditions: good weather in both practice and race.
Attendance: 60,000 spectators.

LEADERS

1st to 7th lap: **Ford C 100** (Ludwig-Winkelhock).
8th lap: Lancia Martini (Alboreto-Fabi-Patrese).
9th to 15th lap: **Ford C 100** (Ludwig-Winkelhock)
16th lap: Lancia Martini (Alboreto-Fabi-Patrese).
17th to 31th lap: **Ford C 100** (Ludwig-Winkelhock).
32th to 44th lap: Lancia Martini (Alboreto-Fabi-Patrese).

RESULTS

1 - Lancia Martini/Alboreto-Fabi-Patrese, 44 laps, 624.315 miles in 5 hrs 54'10"82, 105.762 miles.

2 - **Ford Rondeau M 382 C**	Pescarolo-Stommelen	1 lap behind
3 - BMW M1	Kelleners-Calderari-Grano	3 laps behind
4 - BMW 320	Schimpf-Fishaber-Ketterer	5 laps behind
5 - Porsche 924 GTR	Lloyd-Dron-Volker	5 laps behind
6 - Mazda RX7	Becker-Hahne	5 laps behind
7 - BMW M1	Winter-Viggo	6 laps behind
8 - Opel Ascona 400	Schaefer-Guerthler	6 laps behind
9 - Porsche 930 (*)	Müller-Memminger	8 laps behind
10 - BMW 535	Martini-Weissgerber-Moehle	8 laps behind
11 - Ford Escort	Broehling-Felder-Hahne	8 laps behind
12 - Audi 80	Hoffmann-Nett-Schramm	8 laps behind
13 - Ford Escort	Felding-Bochem-Detelshoven	8 laps behind
14 - Alfa Romeo Alfetta	Zehra-Mayr	9 laps behind
15 - Ford Escort	Burkhard-Brenner-Kern	9 laps behind
16 - Porsche 935 K3	Poulsen-Hansen	9 laps behind
17 - Ford Escort	Scheefeldt-Manthey-Utsch	9 laps behind
18 - Opel Kadett	Schuette-Heger-Schaefer	10 laps behind
19 - Porsche 930	Loerper-Roemer-Peschke	13 laps behind
20 - Lola Ford T 298	Baker-Duret-Faure	13 laps behind
21 - Opel Ascona 400	Offermann-Esser	14 laps behind

Fastest lap: **Ford C 100**/Winkelhock, 7'23"90, 115.053 mph.

(*) This privately-entered car, entered in Group B, scored 15 points for Porsche which helped them win the World Endurance title, following a FISA decision.

STARTING GRID

7 - FORD C 100
Ludwig - Winkelhock
7'16"57

20 - FORD SAUBER SHS C6
Stuck - Heyer
7'31"03

51 - LANCIA MARTINI
Patrese - Ghezzani
7'41"71

24 - FORD RONDEAU M 382 C
Pescarolo - Stommelen
7'46"82

22 - BMW URD C81
Hamelmann - Grohs - Gall
7'54"84

34 - PORSCHE 935 K3
Laessig - Doren - Duge
7'56"73

36 - PORSCHE 935 K3
Haldi - Beguin
8'11"77

9 - PEUGEOT WM ZNS 4T
Dorchy - Raulet-Pignard
8'19"48

63 - LANCIA BETA MC
Castellano - Giudici
8'27"92

40 - BMW 320
Schimpf - Fishaber - Ketterer
8'32"04

45 - LOLA FORD T 298
Baker - Duret - Faure
8'42"07

66 - PORSCHE 924
Zbinden - Koffel - Vanoli
8'45"92

71 - MAZDA RX 7
Becker - Hahne
8'51"58

90 - BMW 320
Koehler - Boehm - Denzel
9'00"50

52 - BMW M1
Winther - Viggo
9'03"03

79 - FORD CAPRI
Gartmann - Feuerlein
9'08"44

100 - FORD ESCORT
Braumueller - Schall - Selzer
9'13"50

121 - BMW 320
Wagenstetter - Hild
9'14"65

94 - FORD ESCORT
Kummle - Mauer
9'17"26

101 - FORD ESCORT
Burkhard - Brenner - Kern
9'23"93

98 - FORD ESCORT
Broehling - Felder - Hahne
9'25"88

103 - OPEL KADETT
Schuette - Heger - Schaefer
9'26"40

BMW 535
Martini - Weissgerber - Moehle
9'28"76

BMW 320
Schumacher - Helmich
9'29"61

PORSCHE 930
Drees - Hoier
9'30"90

BMW 320
Burgmann - Ten - Eicken - Deutgen
9'31"51

FORD ESCORT
Asselborn - Boller - Braun
9'35"85

50 - LANCIA MARTINI
Alboreto - Fabi - Patrese
7'23"76

4 - PORSCHE 936 J
Wollek - Martin - Martin
7'32"66

48 - LOLA BMW T 296
Binder - Goetz
7'43"59

16 - FORD LOLA T 610
Edwards - Keegan
7'51"26

56 - OSELLA BMW
Francia - Truffo
7'56"01

32 - PORSCHE 935 K3
Cooper - Smith
8'05"07

33 - BMW M1
Kelleners - Calderari - Grano
8'12"29

53 - BMW M1
Laessig - Duge - Koenig
8'21"91

46 - VOGUE FORD SP2
Mercer - Chittenden
8'30"94

64 - LANCIA BETA MC
Giudici - Castellano
8'32"89

58 - PORSCHE 924 GTR
Lloyd - Dron - Volker
8'43"62

21 - FORD COUGAR C01
Gaillard - Courage
8'46"60

31 - PORSCHE 935 K3
Poulsen - Hansen
8'58"87

61 - OPEL ASCONA 400
Schaefer - Guerthler
9'02"71

38 - PORSCHE 930
Müller - Memminger
9'05"46

119 - FORD ESCORT
Doetsch - Jaehn - Ruch
9'13"27

60 - OPEL ASCONA 400
Offermann - Esser
9'14"23

109 - FORD ESCORT
Scheefeldt - Manthey - Utsch
9'15"70

82 - PORSCHE 930
Loerper - Roemer - Peschke
9'22"83

76 - OPEL MONZA
Loeffler - Hechler - Filthault
9'25"01

96 - FORD ESCORT
Bauer - Schumacher - Ossenberg
9'26"07

91 - BMW 320
Moehle - Weissgerber
9'28"30

AUDI 80
Hoffmann - Nett - Schramm
9'29"28

ALFA ROMEO ALFETTA
Zehra - Mayr
9'29"99

FORD ESCORT
Faubel - Bitschnau - Gilges
9'31"05

FORD ESCORT
Feldin - Bochem - Detelshoven
9'31"80

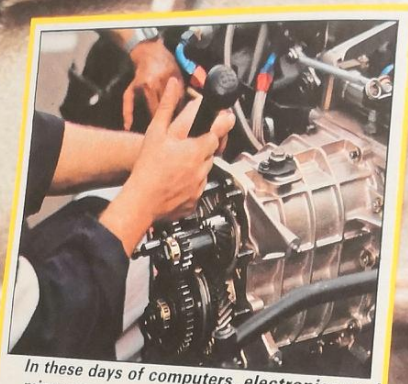
BMW 323 i
Hegels - Ernst
9'36"54

Our lensman was sent up aloft in the Rothmans helicopter at Spa in order to follow the cars during their opening laps. Leaning out of the side door, he was able to capture this shot of Thierry Boutsen's Rondeau and Hans Heyer in the Sauber making a little physical contact early in the race. (Photos: B. Asset - Spa 1000 kms)

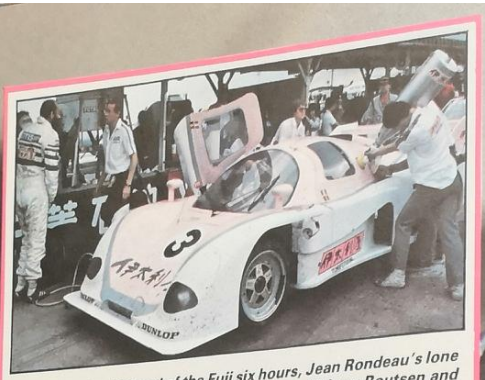
It's rare to have sun at Spa, more common is pelting rain but when the sun does shine into the cockpits of Group C cars, a weird, underwater effect may be obtained. Rolf Stommelen, strapped into the unique Kremer CK5, and Guy Edwards in the T610, appear as the Neptunes of motor racing, normally so at home at Spa. (Photos: B. Asset - Spa 1000 kms)

A flash of colour, the rush of the wind and a light, unobtrusive engine note: so often in long distance races this year, that is all one has noticed of a Porsche 956. They have been superbly reliable.
With Jacky Ickx at the wheel, Porsche could scarcely have failed, it sometimes seems. Together they won two World Championships in the face of teams which had a wider programme of events.
(Photo: B. Asset - Kyalami nine hours)

It might be daunting to have teammates such as Formula One drivers Michele Alboreto, Riccardo Patrese and Teo Fabi. But it doesn't worry Piercarlo Ghinzani, the fourth man in the Lancia Martini team. He proved many times during the year to be up to the job of keeping up with his F1 friends. (Photo: B. Asset)



In these days of computers, electronics and micro-processors, there is still an art that remains an art: that of the mechanic. A Porsche 956 gearbox casting may not be the most beautiful thing in the world, but it has to do its job to perfection. So too does the man who fills that casting with the bits that get that car moving at its maximum. His is the work of art. (Photos: B. Asset - Spa 1000 kms)

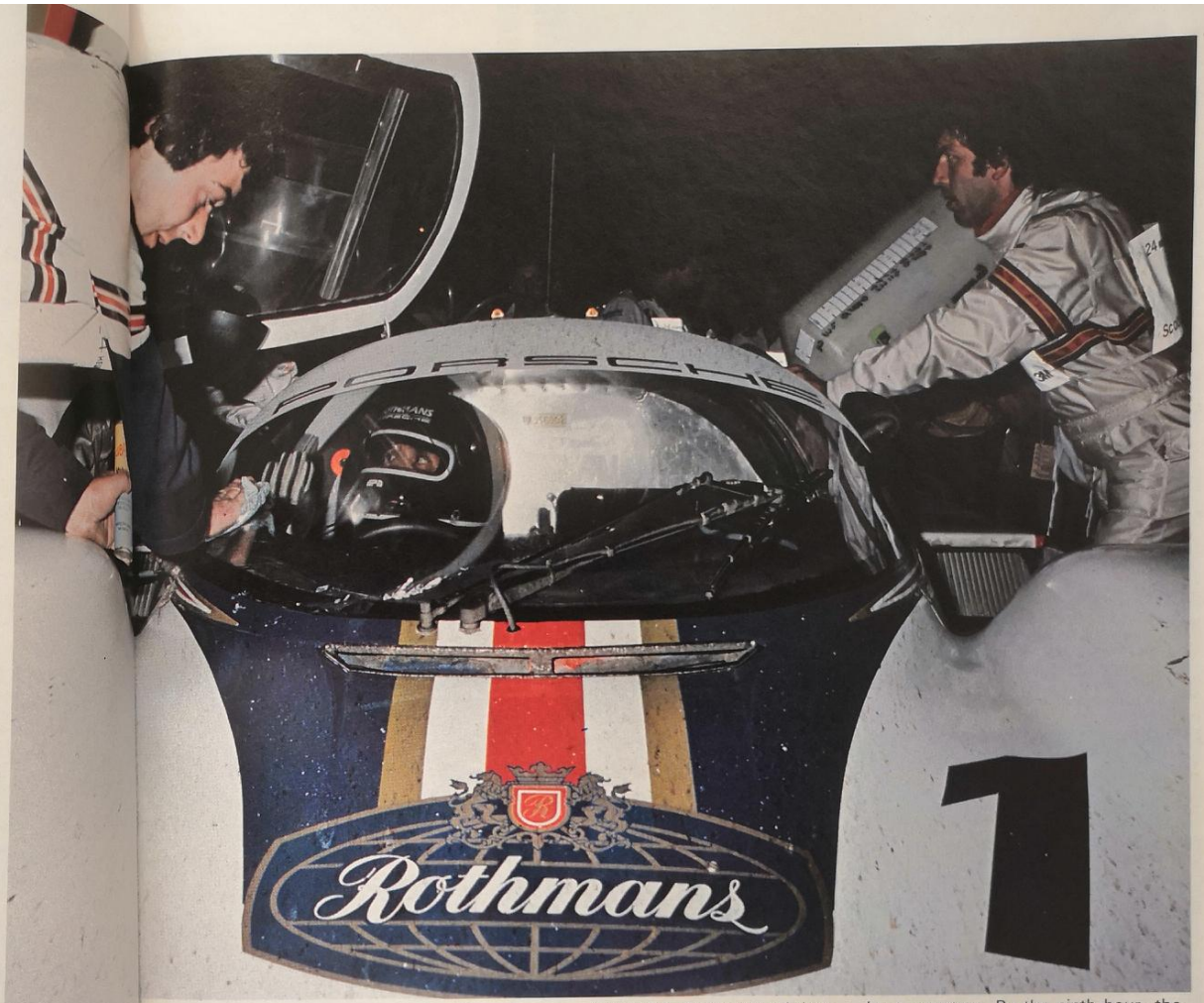


Minutes before the end of the Fuji six hours, Jean Rondeau's lone M382C was forced into retirement. Drivers Thierry Boutsen and Henri Pescarolo were naturally upset, especially as the car was heading for a certain third place. But for Pescarolo there was an added disappointment: no points from this penultimate round in the Drivers' championship almost certainly meant that his hopes of winning the title had evaporated.
(Photos: B. Asset - Fuji six hours)

There are some who would prefer to lock away Porsche 908s and 936s in a museum, but in the twilight of their years, others prefer to race such cars. At Kyalami, the Group 6 908 of de Cadenet-Martin-Pianta found a rival in the newer car driven by Volkert Merl (here awaiting his stint) sharing with Heyer-Schornstein. The 936 finished fourth.
(Photos: B. Asset - Kyalami nine hours)

hooit vertoond... Inédit... Unpublished... Nu
J. ICKX
D. BELL
FUJI 6 HOURS RACE

LE MANS 24 HRS



Right: Jacky Ickx, who was partnered by Derek Bell, achieved his sixth Le Mans win. This record-breaking total is unlikely to be bettered, except by Ickx himself. Left: the warmth of a French Saturday afternoon before hostilities began and the calm of summer's afternoon is shattered for 24 hours. (Photos: B. Asset)

They came, they saw and they conquered. When the flag fell at the end of the 50th Le Mans 24 hour Endurance race, there were three Porsche 956s running line astern in the order 1-2-3. And those were the positions that they held. In the most remarkable demonstration of team management, organisation and discipline, Porsche System had overcome fuel economy worries, a threatening puncture in the leading car, and a couple of mechanical worries in the other two to score an all-conquering 1-2-3.

In the leading car were Jacky Ickx and Derek Bell, two drivers who are synonymous with Le Mans. For Ickx, it was his sixth victory at the Sarthe circuit, while for Bell it was the third. At times, both of them, but particularly Bell, had had to soft-pedal the 956 in order to eke out an extra lap to keep the fuel consumption realistic, and this made for a difficult race for the drivers. But otherwise they were only troubled by a puncture. By the ninth hour, the Bell/Ickx combination was in control of the race, and that control was never released. The two drivers crossed the line three laps ahead of their nearest rivals.

But the nearest car wasn't a rival at all. Behind one works Porsche came two more, with Mass/Schuppan in second place, and Haywood/Holbert/Barth in third. The former car had lost three minutes in the third hour having its rev limiter changed which had dropped it to ninth place by the fourth hour. However, Mass and Schuppan steadily worked their way back through the order to hold second place to the Bell/Ickx car when that 956 took the lead at the nine hour mark. It never lost that place.

The third 956 was in a little more trouble. Shortly after slotting into third behind its teammates at the 11th hour, the Haywood/Holbert car dropped to ninth place when first of all the door flew off which had to be replaced, and

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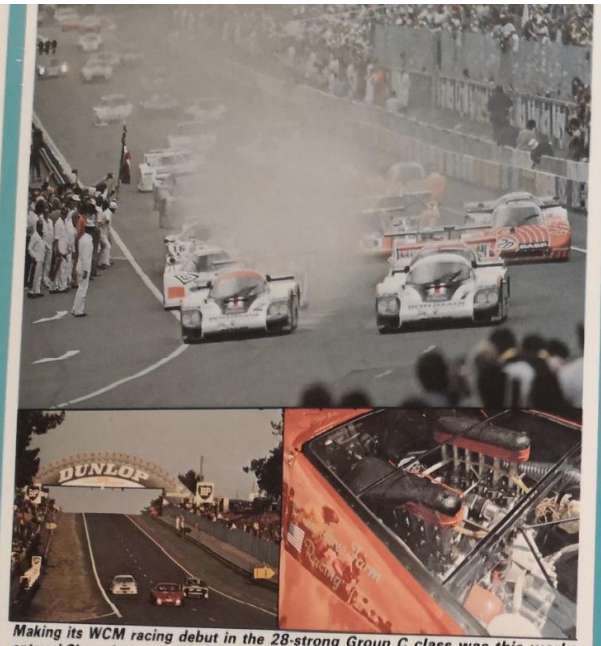
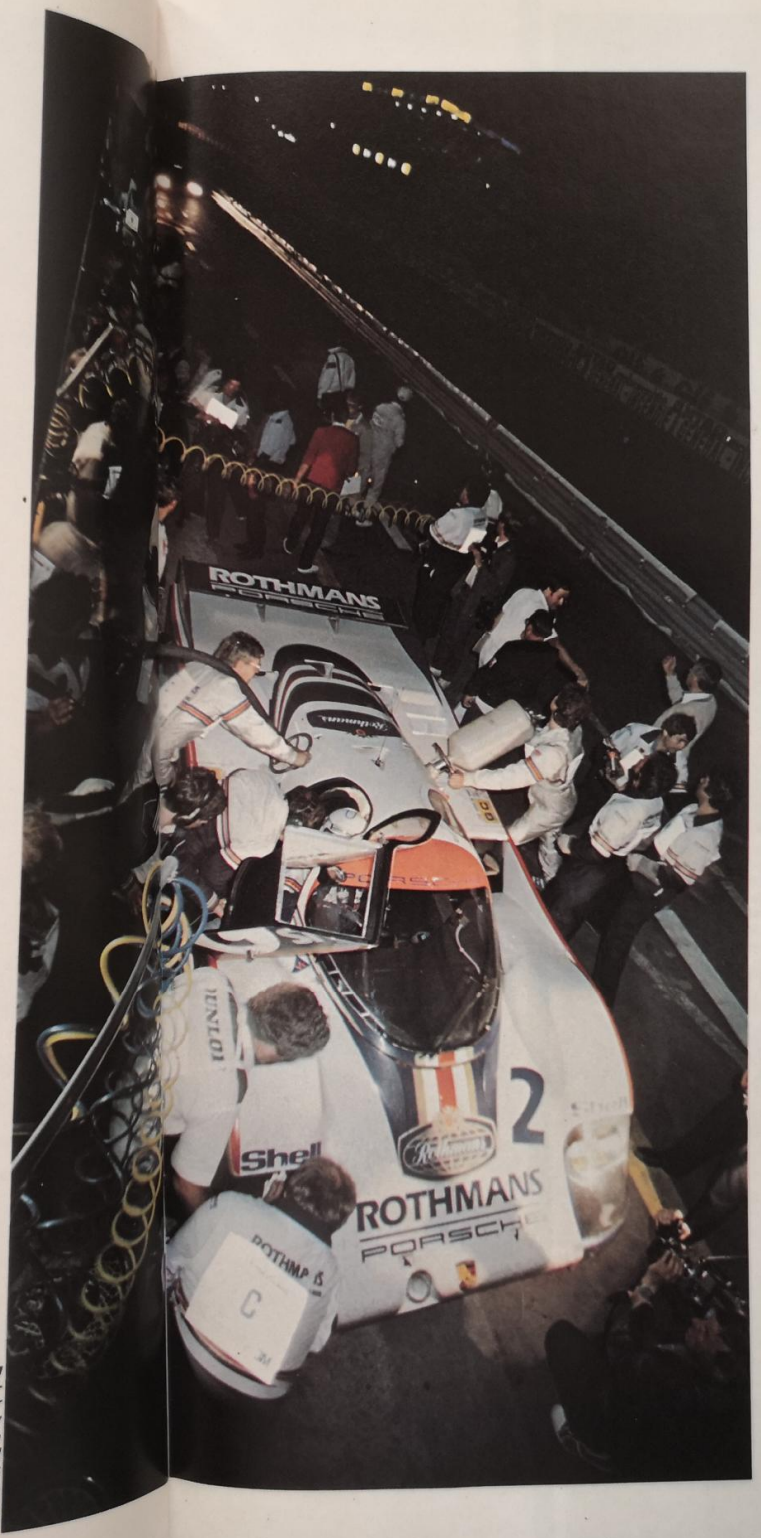


Making its WCM racing debut in the 28-strong Group C class was this works entered Chevrolet-powered March 82G (No 14) driven by Elgh-Wood-Neve. Bob Akin's rebodied Porsche 935 (No 76), which he shared with Dave Cowart and Kemper Miller, had Ferrari Boxers to contend within the IMSA GTX class. As the race wore on, mechanics tired and dreamed of... Crazy Horse girls? (Photos: B. Asset and J. Ruszniewski)



Behind the winning Porsche 956 of Bell-Ickx came another 956, that driven by Mass-Schuppan which was delayed by a faulty rev counter during the night. (Photo : J. Ruszniewski)

LE MANS 24 HRS

Fourth round of the World Endurance Championship for Makes.
Fourth round of the World Endurance Championship for Drivers.
Date: June 19/20, 1982.
Distance : 24 hours over 8.467 mile circuit.
Weather conditions: good weather during both practice and race, apart from a storm at the end of the second session.
Attendance: 230,000 spectators.

STARTING GRID

1 - PORSCHE 956
Ickx · Bell
3'28"40

2 - PORSCHE 956
Mass · Schuppan
3'29"32

4 - PORSCHE 936 J
Wollek · Martin · Martin
3'30"65

51 · LANCIA MARTINI
Alboreto · Fabi · Stommelen
3'31"42

50 · LANCIA MARTINI
Patrese · Ghinzani · Heyer
3'31"78

6 - FORD C100
Ludwig · Suter
3'32"50

20 - FORD SAUBER SHS C6
Stuck · Schlesser · Quester
3'33"25

5 - PORSCHE KREMER C82-K5
Field · Ongais · Whittington
3'37"01

27 - FORD MIRAGE M12 (*)
Andretti · Andretti
J'37"09

16 - FORD LOLA T610
Edwards · Keegan · Faure
3'37"60

7 - FORD C100
Winkelhock · Niedzwiedz
3'38"02

9 - PEUGEOT WM ZNS4T
Raulet · Pignard · Theys
3'38"06

10 - PEUGEOT WM ZNS4T
Frequelin · Dorchy · Couderc
3'39"58

3 - PORSCHE 956
Holbert · Haywood · Barth
3'39"85

19 - FORD SAUBER SHS C6
Brun · Muller
3'40"57

11 - FORD RONDEAU M 382 C
Migault · Spice
3'40"71

37 - FORD GRID PLAZA S1
De Villota · De Cadenet · Wilson
3'42"77

17 - FORD LOLA T 610
Cooke · Redman · Adams
3'43"06

64 · PORSCHE 935 K3
Sprowls · Contreras · Doren
3'44"05

36 - FORD DOME RC 82
Craft · Salazar
3'44"86

60 · PORSCHE 935 K3
Cooper · Smith · Bourgoignie
3'44"92

24 - FORD RONDEAU M 382 C
Jaussaud · Pescarolo
3'46"00

32 - ASTON MARTIN NIMROD
Mallock · Salmon · Philipps
3'46"34

14 - CHEVROLET MARCH 82 G
Woods · Elgh · Neve
3'47"45

30 - BMW URD C81
Lateste · Heuclin · Striebig
3'47"62

31 - ASTON MARTIN NIMROD
Lees · Needell · Evans
3'48"17

79 · PORSCHE 935
Fitzpatrick · Hobbs
3'48"50

75 · PORSCHE 935 K3
Haldi · Teran · Hesnault
3'50"64

35 - FORD COUGAR CO1
Courage · Grand · Dubois
3'51"62

29 - CHEVROLET MARCH 82 G
Rahal · Trueman · McKitterick
3'51"70

76 · PORSCHE 935 K3
Akin · Cowart · Miller
3'52"31

26 - FORD RONDEAU M 379 C
Haran · Candy · Poulain
3'52"36

81 · CHEVROLET CAMARO
Hagan · Felton · Williams
3'52"59

78 · PORSCHE 935 K3
Snobeck · Servanin · Metge
3'52"68

25 - FORD RONDEAU M 379 C
Yver · Guitteny · Sotty
3'52"69

38 - FORD RONDEAU M 382 C
Bussi · Witmeur · De Dryver
3'52"90

72 · FERRARI 512 BB
Cudini · Morton · Paur Sr
3'54"07

12 - FORD RONDEAU M 382 C
Rondeau · Ragnotti
3'54"81

61 · BMW M1
Ennequin · Gasparetti · Gabriel
3'55"40

70 · FERRARI 512 BB
Dieudonne · Baird · Libert
3'56"52

71 · FERRARI 512 BB
Ballot-Lena · Andruet · Regout
3'56"60

86 · PORSCHE 924
Miller · Bedard · Schurti
3'58"65

77 · PORSCHE 935 K3
Verney · Garretson · Ratcliff
3'58"84

62 · BMW M1
O'Rourke · Down · Mason
4'00"23

39 - FORD DE CADENET LM/DRA
Wilds · Duret · Harrower
4'00"29

80 · CHEVROLET CAMARO
Mc Griff · Brooks · Williams
4'00"34

66 · LANCIA BETA MC
Lemerle · Cohen Olivar · Castellano
4'02"58

90 · PORSCHE 934
Cleare · Dron · Jones
4'04"08

59 · CHEVRON FORD 836
Birrane · Crang · Sheldon
4'04"30

82 · MAZDA 254 · RX7
Terada · Yonino · Moffat
4'04"74

73 · FERRARI 512 BB
Henn · Lanier · Morin
4'07"32

85 · BMW M1
Garcia · Stiff · Naon
4'10"02

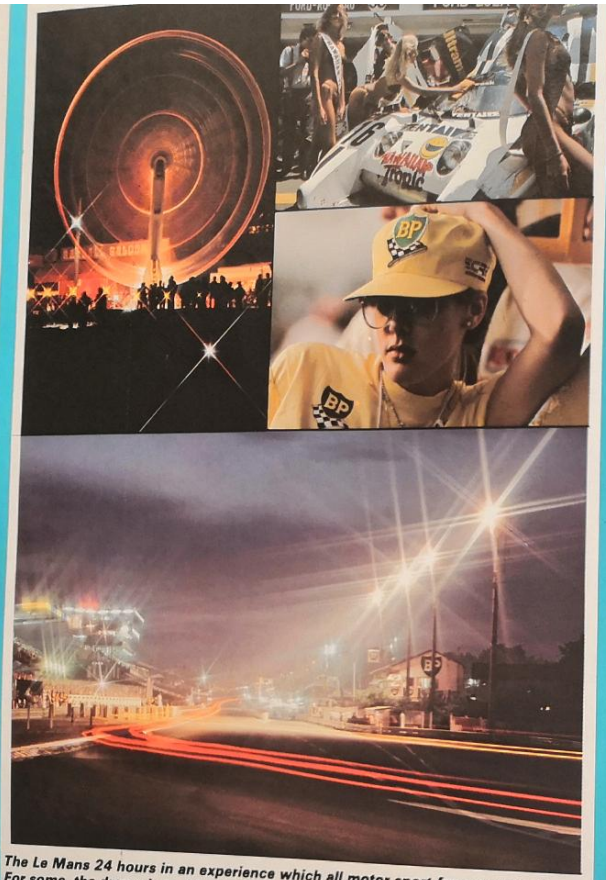
83 · MAZDA 254 · RX7
Watkinshaw · Lovett · Nicholson
4'11"29

65 · LANCIA BETA MC
Salam · Perrier · Giudici
4'12"79

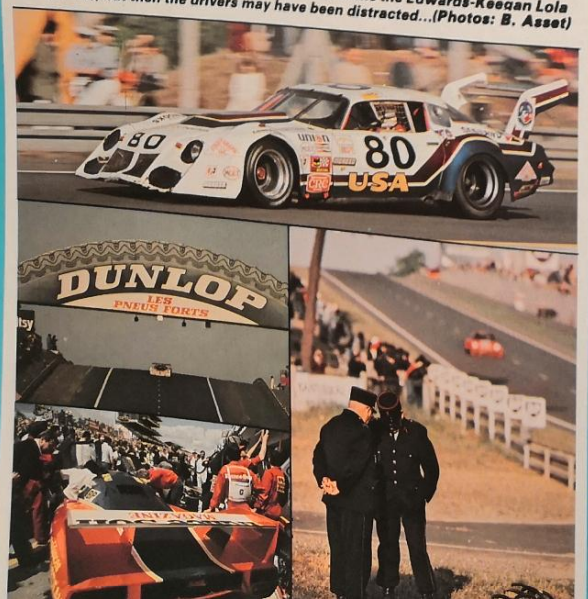
87 · PORSCHE 924
Busby · Bundy · Shurti
4'14"07

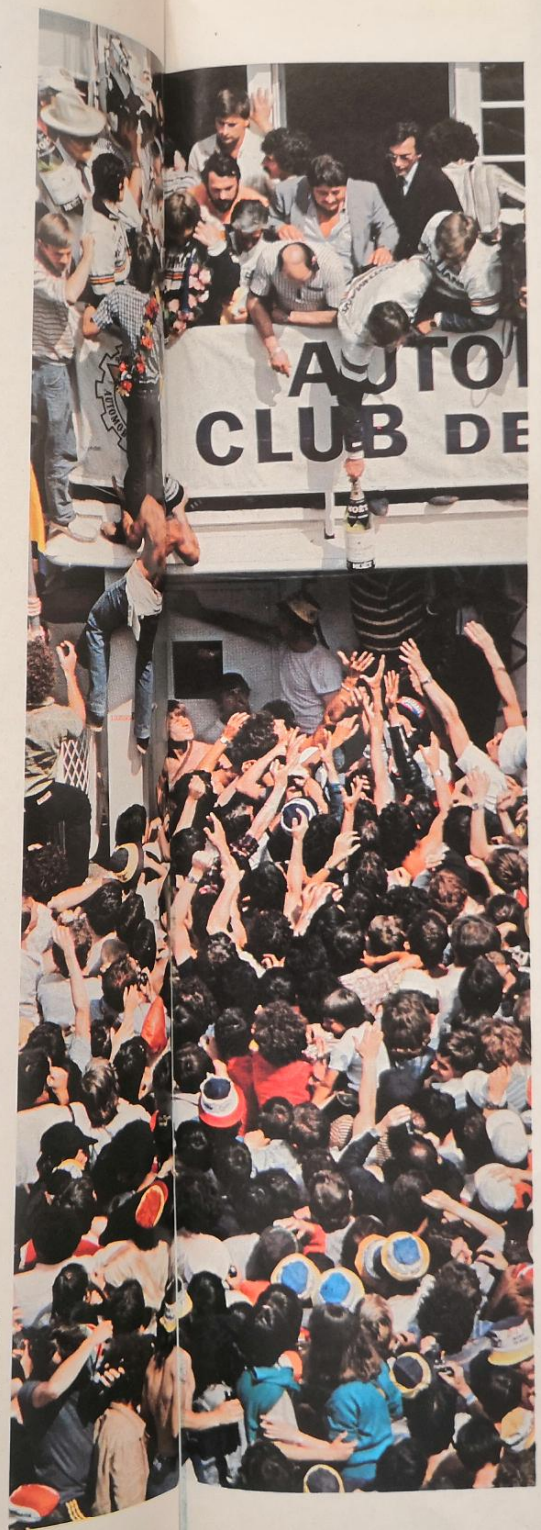
84 · PORSCHE 924 (**)
Lloyd · Rouse
4'20"81

(*) Forbidden from starting.
(**) 1st reserve, started when No 27 excluded.



The Le Mans 24 hours in an experience which all motor sport fans want to live. For some, the dream is to drive in the race, to see what it is like rushing through the night at racing speeds. For others, an evening on the big wheel with the circuit below is enough of an experience. And the most important thing for a driver is to finish, as Americans well know. Brooks-McGriff-Williams weren't classified in Camaro No 80, but at least they crossed the line, unlike the Edwards-Keegan Lola T610 (No 16), but then the drivers may have been distracted...(Photos: B. Asset)





More than 230,000 spectators watched the 1982 50th anniversary Le Mans 24 hours. At the end of the race, it seemed that most of them were on the track, but as usual they were appreciative of the winners. (Photos: B. Asset)

then a rear wheel bearing broke up, necessitating suspension repairs. But the drivers steadily crawled back up the leader-board with an otherwise perfect machine, and overtook the drastically misfiring Belga Porsche 936C two hours from the end to give Porsche a fine 1-2-3.

Porsche's rivals were many but mainly impotent. There were DFL-powered rivals from Rondeau, Mirage, Sauber, Lola, Ford, Dome, GRID and Cougar fielding a fine total of 15 cars, yet just one of these made it into the top ten, with one other finishing in 15th place. In both cases these were privately-entered Rondeaus.

The main problem with the Ford engine was its vibration. Ford appreciated this beforehand and produced a new rubber crankshaft damper of considerable proportions to try and decrease the vibration, but this in turn caused a wealth of problems.

The cars that showed the best form were the two works Ford C100s driven Surer/Niedzwiedz and Winkelhock/Ludwig. The latter pair actually held the lead at the fourth hour, but both cars retired in the seventh hour with engine problems related to that damper.

Rondeau, so eager to win at home and supremely confident, had that confidence badly dented even before the race had begun. Misfiring reared its ugly head in a big way during practice, even causing Pescarolo to switch cars, as he would during the race. Although the third string Migault/Spice car actually lead on the hourly marks during the early stages, the team was in trouble from early on. First to go was the Jaussaud/Rondeau car in the tenth hour, while the Migault/Spice, Pescarolo/Ragnotti/Alliot cars both dropped out in the early hours of the morning, and both with the same ailment.

Although not all the Fords suffered from the same affliction, a number were sidelined by the crankshaft damper which delaminated, and rubbed off part of the ignition pick-up. It was a bad blow for Ford. Also showing particularly well, especially in terms of straight line speed was the works Lola T610, although this went out with a blown head gasket.

Of the others, the Aston Martins had a difficult time, the works car suffering a heavy crash on Mulsanne, although the Viscount Downe-entered model finished seventh. This was highly encouraging, especially as the only other Group C cars ahead of it were Porsches. WM Peugeot as usual ran strongly but failed to last, while the Marchs were never particularly promising. The Kremers' spectacular new Porsche derivative was also soon out, while the Mirage was never allowed to start.

So it was left to Group 5 and IMSA cars to fill the top ten. The strong pairing of John Fitzpatrick/David Hobbs took an excellent fourth place in the J. David 935, followed by the privately entered 935 of Snobeck/Servanin/Metge, ahead of a well-driven Ferrari Boxer. Particularly unlucky was the Martin brothers/Wollek Porsche whose engine broke in the final hour after misfiring since dawn.

It was another fine Le Mans race, worthy of its 50th Anniversary status and dominated by Porsche. But if Group C was to make its presence felt, first the cars would have to finish. Group 6, mainly represented by Lancia, failed to impress at all. The old guard had retired, it seemed.

LEADERS

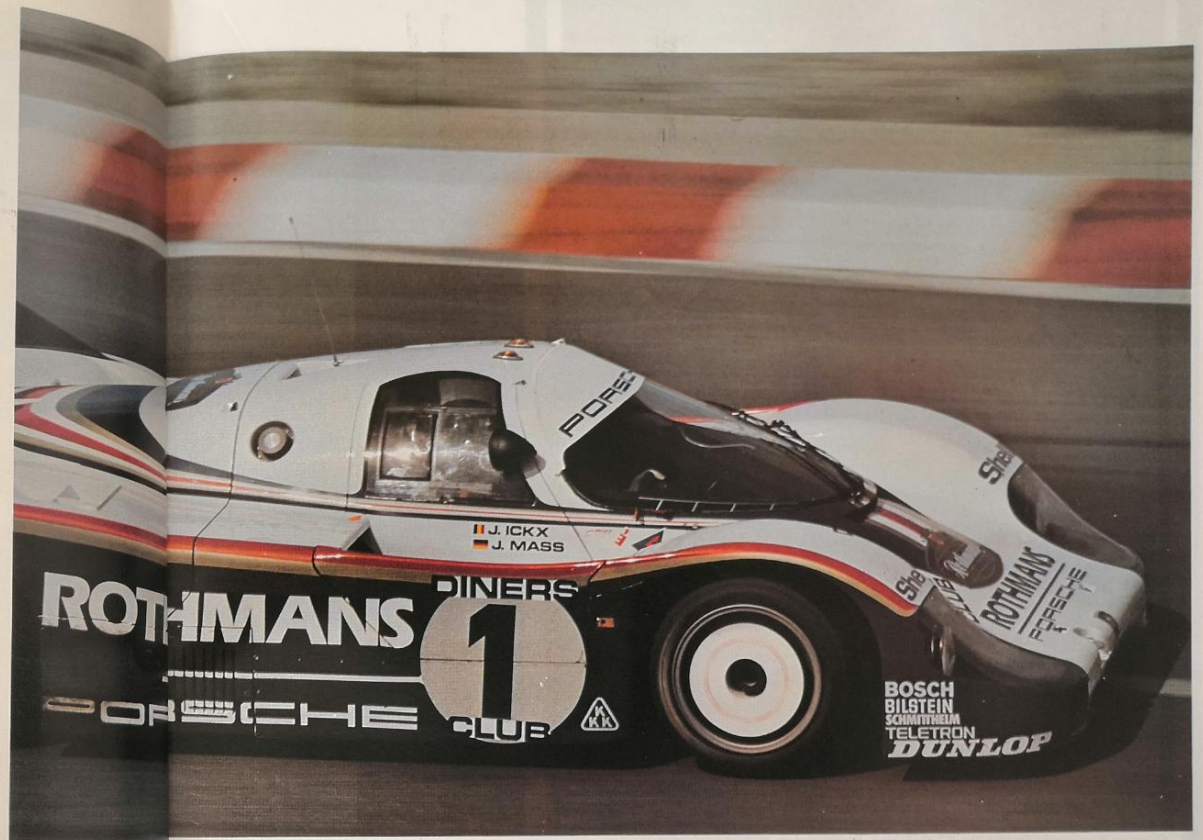
1st to 3rd hour: **Ford Rondeau M 382C** (Migault - Spice).
4th hour: **Ford C 100** (Winkelhock-Niedzwiedz).
5th to 8th hour: **Porsche 956** (Holbert-Haywood-Barth).
9th to 24th hour: **Porsche 956** (Ickx-Bell).

RESULTS

1 - **Porsche 956** Ickx-Bell, 359 laps. 3039.577 miles in 24 hrs, 125.839 mph.		
2 - **Porsche 956**	Mass-Schuppan	3 laps behind
3 - **Porsche 956**	Holbert-Haywood-Barth	4 laps behind
4 - Porsche 935 L	Fitzpatrick-Hobbs	30 laps behind
5 - Porsche 935 K3	Snobeck - Servanin-Metge	34 laps behind
6 - Ferrari 512 BB	Dieudonné-Baird-Libert	37 laps behind
7 - **Aston Martin Nimrod**	Mallock-Philipps-Salmon	42 laps behind
8 - Porsche 935 K3	Cooper-Smith-Bourgoignie	43 laps behind
9 - Ferrari 512 BB	Cudini-Morton-Paul Sr	53 laps behind
10 - **Ford Rondeau M 379 C**	Yver-Sotty-Guitteny	53 laps behind
11 - Porsche 935 K3	Verney-Garretson-Ratcliff	60 laps behind
12 - Lancia Beta MC	Lemerle-Cohen-Olivar-Castellano	64 laps behind
13 - Porsche 934	Cleare-Dron-Jones	68 laps behind
14 - Mazda 254/RX7	Terada-Yorino-Moffat	77 laps behind
15 - **Ford Rondeau M 379 C**	Bussi-Witmeur-de Dryver	80 laps behind
16 - Porsche 924	Busby-Bundy	87 laps behind
17 - Chevrolet Camaro	Hagan-Felton	90 laps behind
18 - BMW M1	Ennequin-Gabriel-Gasparetti	100 laps behind

Fastest lap: **Ford Rondeau M 382 C**/Ragnotti, 3'36"90, 140.527 mph.

SPA 1000 KMS



(Photos: B. Asset)

Right: a dream weekend for Jacky Ickx: fine weather, a first time win on his home circuit and a trouble-free race. The circuit may have been shortened since the 917 days, but it is still tremendously spectacular. Left: the dash down to Eau Rouge at the start remains the same. Porsche were ahead at the end, as they were at the beginning.

It had been many years previously that there had been a make versus make confrontation in the World Championship of Makes quite the equal of the Porsche versus Lancia battle at Spa. Porsche began with some advantage: the front row of the grid, but the two manufacturers traded top four positions throughout the 144 lap, 1000 kilometer race.

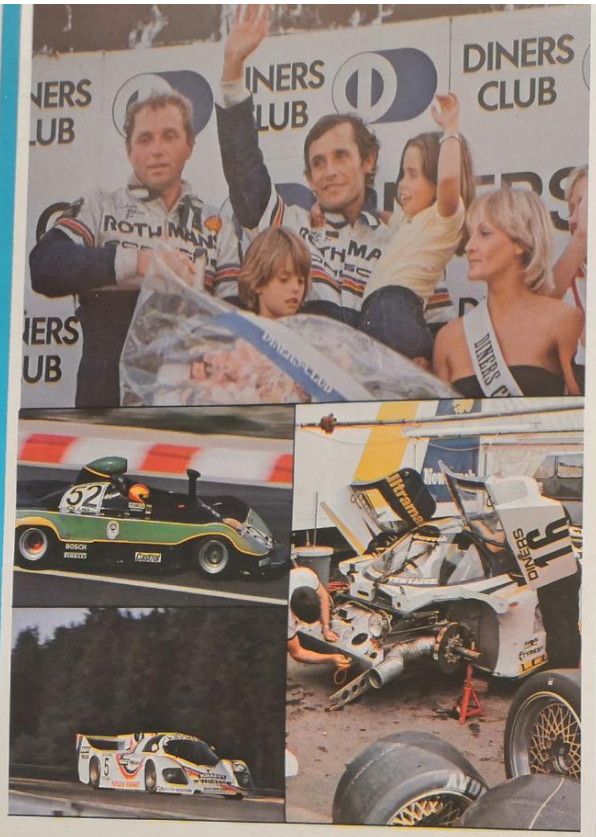
The lighter, more economical Lancias soon took up station at the head of the field, Patrese/Fabi leading Alboreto/Ghinzani. The leaders spent more time in the pits at the first stop having rear bodywork replaced, so it was the Alboreto/Ghinzani car which rejoined in the lead. Ickx, this time partnered with Mass, lead the Rothmans Porsche challenge. The battle went on throughout the race. The second works Porsche, driven by Bell/Schuppan, dropped back with a misfire, leaving Ickx and Mass to deal with the massed Lancias. But Patrese/Fabi later had gear linkage trouble and then a high speed misfire which dropped them back behind the second Porsche.

The Ickx/Mass car took command when Ghinzani/Alboreto suffered an electrical problem, but going into the last lap, this Lancia spluttered to a halt. Alboreto hadn't switched on the reserve tanks properly. He abandoned the car, and was disqualified. Into second place, and making an unexpected 1-2, came the second works Porsche 956 which had long battled with the Patrese/Fabi Lancia. This car finished third.

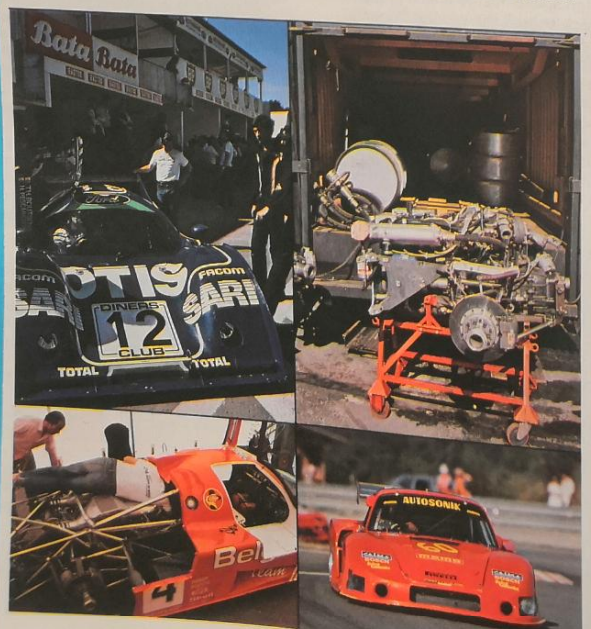
The two works teams left the others far behind. There were 17 Group C cars in the field of 37 with representation from Nimrod, two Fords, two Saubers, the Porsche variants from Jost and Kremer, three works Rondeaus to try and clinch the manufactures' title, and singleton entries from Cougar, WM, Lola and URD. Ford, and in particular Marc Surer, were very encouraging on the damp track early on, but both the works cars were long delayed with broken exhausts. Neither ran so well again, and the Surer/Ludwig car suffered a broken fuel pump on the last lap. Rondeau picked up points, but perhaps from the most unlikely source. With three cars, the least fancied was the Migault/Spice car, yet this ultimately finished fifth. Boutsen, sharing with Henri Pescarolo, was put out by a back-marker, so Pesca moved over to share with Jaussaud and Rondeau himself. But this car had been delayed on the damp first lap when Jaussaud had spun, being clipped by the works Lola. The Migault car had also been delayed. Jaussaud's Rondeau continued with a wheel out of alignment and a fuel pick-up problem, which promoted the second surviving car. The Lola, incidently, was disqualified for leaving the pit lane against the red light when Keegan came in for new bodywork.

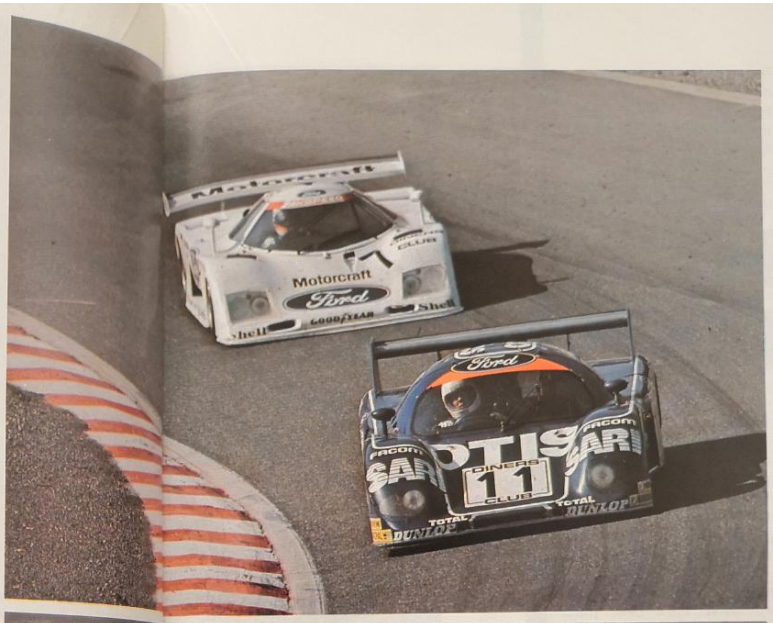
The Martin brothers, without Bob Wollek, finished fourth in Jost's Porsche, but Kremer's K5 was long delayed after a promising start when it apparently ran out of fuel, and then the starter motor broke. The private Nimrod of Salmon/Mallock again finished, but the works version retired.

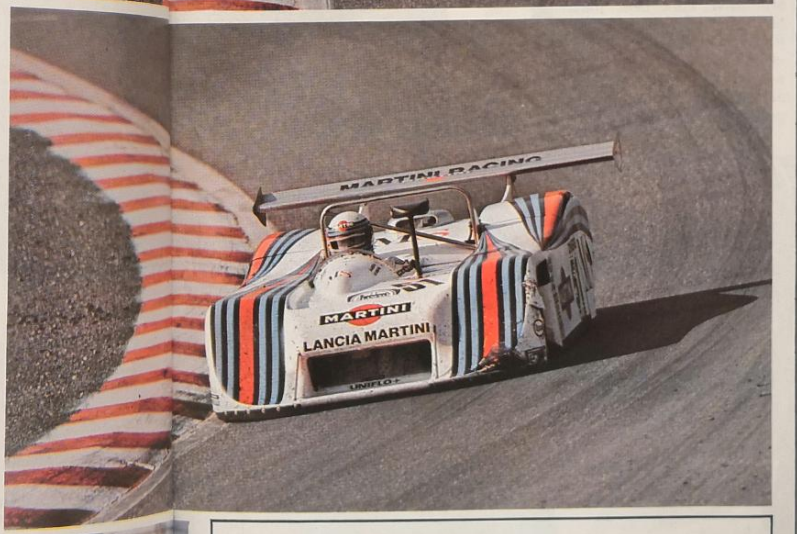
It was one of the best, continuously competitive long distance races for some time. The battle was restricted to two manufacturers, but it was duplicated giving twice the excitement. The rest of the Group C entry held together well, for ten out of the 17 cars finished.

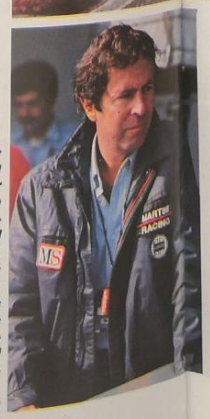


Above: Jacky Ickx was joined by his children on the rostrum, but of the rest, only Giorgio Francia in Osella No 52 finished. Stommelen-Bellof in Kremers' Porsche CK5 retired while the Lola T610 was disqualified. Below: Rondeau try a new front cover, Lancia change engines, the Martin brothers drove the Jost 936C without Wollek's help, and Moretti reappeared with his 935. (Photos: B. Asset)









Above: the Migault-Spice Rondeau (No 11) comes under pressure from Winkelhock-Niedzwiedz in Ford No 7. Centre and below: Lancia's luck failed, as Cesare Fiorio's expression reveals although Patrese and Fabi finished third behind the two works 956s. (Photos: B. Asset)

SPA 1000 KMS

Fifth round of the World Endurance Championship for Drivers.
Fifth round of the World Endurance Championship for Drivers.
Date: September 5, 1982.
Distance: 144 laps of 4.334 mile circuit, 624.104 miles.
Weather conditions: sunny both during practice and race, apart from first half hour of race when track was damp.
Attendance: 25,000 spectators.

STARTING GRID

1 - PORSCHE 956
Ickx - Mass
2'15"12

2 - PORSCHE 956
Bell - Shuppan
2'15"62

50 - LANCIA MARTINI
Patrese - Fabi
2'15"82

51 - LANCIA MARTINI
Alboreto - Ghinzani
2'16"39

5 - PORSCHE C82-K5
Stommelen - Bellof
2'18"42

6 - FORD C 100
Ludwig - Surer
2'18"95

12 - FORD RONDEAU M 382 C
Pescarolo - Boutsen
2'21"52

7 - FORD C 100
Winkelhock - Niedzwiedz
2'21"59

24 - FORD RONDEAU M 382 C
Jaussaud - Rondeau - Pescarolo
2'23"07

20 - FORD SAUBER SHS C6
Stuck - Heyer
2'24"43

11 - FORD RONDEAU M 382 C
Migault - Spice
2'24"44

16 - FORD LOLA T 610
Edwards - Keegan
2'24"85

32 - ASTON MARTIN NIMROD
Mallock - Salmon
2'26"21

4 - PORSCHE 936 J
Martin - Martin
2'26"43

52 - OSELLA BMW
Francia - Moreschi
2'27"12

38 - FORD RONDEAU M 382 C
Bussi - de Dryver - Witmeur
2'28"47

30 - URD BMW C81
Siller - Grohs - Dieudonné
2'29"14

31 - ASTON MARTIN NIMROD
Lees - Needell
2'29"21

60 - PORSCHE 935 L
Moretti - Baldi
2'29"35

9 - PEUGEOT WM ZNS 4T
Dorchy - Raulet - Pignard
2'29"38

35 - FORD COUGAR C01
Courage - Faure - Regout
2'30"75

57 - LOLA BMW T 298
Vermeersch - Hex - Boucher
2'32"50

62 - PORSCHE 935 K3
Laessig - Libert - Pilette
2'33"95

58 - TOJ BMW
Doren - Chauvet - Gall
2'34"46

65 - LANCIA BETA MC
Dacco - Giudici
2'35"48

61 - BMW M1
Grano - Calderari - Vanoli
2'35"85

66 - LANCIA BETA MC
Castellano - Bertuzzi
2'38"78

54 - CHEVRON FORD B36
Birrane - Fox
2'41"71

56 - VOGUE FORD SP2
Mercer - Chittenden
2'41"94

67 - PORSCHE 935 K3
Hansen - Poulsen
2'43"09

92 - BMW M1
Winther - Viggo
2'43"95

68 - LOTUS ELAN FORD
Payne - Ashmore
2'44"28

64 - PORSCHE 924 GTR
Palmer - Lloyd
2'44"29

90 - PORSCHE 934
Dron - Cleare
2'45"28

93 - PORSCHE 924
Zbinden - Koffel
2'48"73

69 - BMW 320
Leim - Simonsen
2'49"18

95 - PORSCHE 930
Müller - Memminger
2'55"43

RESULTS

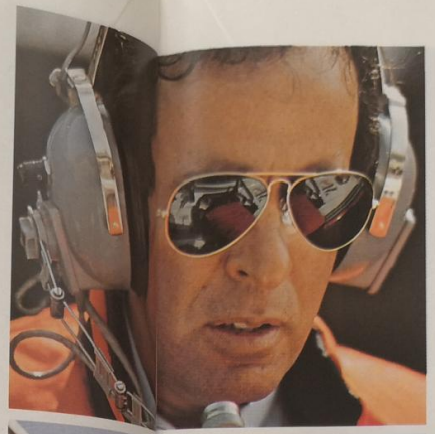
1 - **Porsche 956**/Ickx-Mass, 144 laps, 624.104 miles in 6 hrs 06'04"14, 102.307 mph.		
2 - **Porsche 956**	Bell-Schuppan	3 laps behind
3 - Lancia Martini	Patrese-Fabi	4 laps behind
4 - **Porsche 936 J**	Martin-Martin	7 laps behind
5 - **Ford Rondeau M 382 C**	Migault-Spice	8 laps behind
6 - Osella BMW	Francia-Moreschi	12 laps behind
7 - Porsche 935 L	Moretti-Baldi	12 laps behind
8 - **Ford Rondeau M 382 C**	Jaussaud-Rondeau-Pescarolo	12 laps behind
9 - **Ford Sauber SHS C6**	Stuck-Heyer	13 laps behind
10 - BMW M1	Laessig-Libert-Pilette	15 laps behind
11 - **Aston Martin Nimrod**	Mallock-Salmon	18 laps behind
12 - Vogue Ford SP2	Mercer - Chittenden	19 laps behind
13 - **Ford Rondeau M 382 C**	Bussi-de Dryver-Witmeur	20 laps behind
14 - BMW M1	Winther-Viggo	20 laps behind
15 - Porsche 924 GTR	Palmer-Lloyd	21 laps behind
16 - Chevron Ford B36	Birrane-Fox	21 laps behind
17 - Porsche 934	Dron-Cleare	21 laps behind
18 - **Ford C 100**	Winkelhock-Niedzwiedz	21 laps behind
19 - Porsche 924	Zbinden-Koffel	24 laps behind
20 - Porsche 930	Müller-Memminger	36 laps behind
21 - **Ford Cougar C01**	Courage-Faure-Regout	40 laps behind

Fastest lap: Lancia Martini/Alboreto, 2'21"18, 110.532 mph.

LEADERS

1st to 22nd lap: Lancia Martini (Patrese-Fabi).
23rd to 27th lap: **Ford Rondeau M 382 C** (Pescarolo-Boutsen)
28th to 35th lap: Lancia Martini (Patrese-Fabi)
36th to 41th lap: Lancia Martini (Alboreto-Ghinzani)
42nd to 45th lap: **Porsche 956** (Ickx-Mass)
46th to 47th lap: Lancia Martini (Alboreto-Ghinzani)
48th to 49th lap: Lancia Martini (Patrese-Fabi)
50th to 55th lap: Lancia Martini (Alboreto-Ghinzani)
56th to 63th lap: **Porsche 956** (Ickx-Mass)
64th to 66th lap: Lancia Martini (Alboreto-Ghinzani)
67th to 70th lap: **Porsche 956** (Ickx-Mass)
71st lap: Lancia Martini (Alboreto-Ghinzani)
72nd lap: **Porsche 956** (Bell-Schuppan)
73rd to 144th lap: **Porsche 956** (Ickx-Mass)

MUGELLO 1000 KMS



Left: Piercarlo Ghinzani, sharing with Michele Alboreto, won at Mugello and scored his only points of the season.
Right: Cesare Fiorio's team took its first one-two of the year with careful preparation such as that by this Lancia mechanic but also helped by a third car driven by Alessandro Nannini (pictured) and the new F2 champion Corrado Fabi. Corrado's elder brother Teo and Riccardo Patrese were out of luck however.
(Photos: B. Asset and DPPI)

There were a couple of "firsts" at the Mugello round of the World Endurance championship for Drivers: it was the first time that Lancia had scored a one-two this year – although they needed three cars to achieve it. It was also the first time that Piercarlo Ghinzani had scored points ; and it was the first of two meetings postponed from earlier in the season due to lack of entries.

There were just 19 entries for this race late in September. No less than six of these were Lancias, although half of these were the factory built and run sports cars. Newcomers Alessandro Nannini/Corrado Fabi were in the third Lancia Martini. And there were only two Group C cars. Michele Alboreto's main Drivers' championship rival Henri Pescarolo had fixed up to join experienced sports car men Bob Wollek and Hans Heyer in Jost's Porsche 936C, while new GS Tuning owner Walter Brun was sharing a Sauber with regular driver Sigi Muller Jnr. The rest of the competition for overall honours was minimal.

The order scarcely varied from the word "go." Ghinzani lead Fabi with the newcomers third, but when Patrese took over the second placed Lancia, it suffered overheating almost immediately and had retired before the end of the second hour. The other two Lancias continued virtually faultlessly, finishing 1m 32s apart after 191 laps.

Third was the Porsche 936C which was remarkably reliable but seven laps down. It had been lead by two Group 6 Osellas, but the "Gimax" example dropped back with a flat battery, while Francia/Moreschi suffered a bad misfire. They only pipped the much-delayed Sauber on the last lap when the Swiss car ran out of petrol.

Despite being a disappointing race, it kept both Alboreto and Pescarolo in the Drivers' championship hunt, the Italian with 63 points and the Frenchman with 58. Ickx and Patrese were equal third with 55 points.

MUGELLO 1000 KMS

Sixth round of the World Endurance Championship for Drivers.
Date: September 19, 1982.
Distance: 191 laps of 3.259 miles circuit, 622.485 miles.
Weather conditions: after early fog, sunshine in both practice and race.
Attendance: 5,000 spectators.

STARTING GRID

LANCIA MARTINI Patrese-Fabi 1'45"29	LANCIA MARTINI Alboreto-Ghinzani 1'45"78
LANCIA MARTINI Nannini-C.Fabi 1'49"60	**PORSCHE 936J** Wollek-Pescarolo-Heyer 1'50"57
OSELLA BMW Francia-Moreschi 1'52"19	OSELLA BMW Giangrossi-Vatielli-Barberio 1'52"85
FORD SAUBER SHSC6 Müller Jr-Brun 1'54"45	OSELLA BMW Gimax-Cinotti-Piazzi 1'55"15
PORSCHE 935L Moretti-Baldi 1'55"39	LUCCHINI BMW Benusiglio-Siliprandi-Siliprandi 1'59"25
PORSCHE 935/2 Merl-Schornstein 1'59"72	LANCIA BETA MC Giudici-Dacco 2'03"78
LANCIA BETA MC Salam-Bertuzzi 2'03"78	FERRARI 512BB Truffo-Violati 2'04"88
PORSCHE 924 GTR Lloyd-Allam 2'08"03	PORSCHE 934 Cleare-Dron 2'10"40
PORSCHE 924 Zbinden-Koffel-Vanoli 2'13"72	LANCIA STRATOS Codognelli-Alberti 2'16"69
PORSCHE 930 Muller-Memminger 2'30"39	

RESULTS

1 - Lancia Martini/Alboreto-Ghinzani, 191 laps, 622.485 miles in 6 hrs 18'40"05, 93.633 mph.

2 - Lancia Martini	Nannini-C.Fabi	1'32"50 behind
3 - **Porsche 936J**	Wollek-Pescarolo-Heyer	7 laps behind
4 - Osella BMW	Francia-Moreschi	16 laps behind
5 - **Ford Sauber SHSC6**	Muller Jr-Brun	16 laps behind
6 - Porsche 935/2	Merl-Schornstein	21 laps behind
7 - Lancia Beta MC	Giudici-Dacco	21 laps behind
8 - Porsche 935L	Moretti-Baldi	21 laps behind
9 - Lancia Stratos	Codognelli-Alberti	32 laps behind
10 - Ferrari 512BB	Truffo-Violati	43 laps behind

Fastest lap: Lancia Martini/T. Fabi and Lancia Martini/Ghinzani, 1'47"88, 108.756 mph.

富士耐久六時間

Front row in the land of the rising sun: the Lancia of Ghinzani-Alboreto was slightly quicker than the Ickx-Mass Porsche 956. On row two, the order was the same: Lancia-Porsche with Patrese-Fabi quicker than Bell-Schuppan. But Porsche had their revenge in the race, and Ickx was heading for his world title. (Photos: B. Asset)

Just five European regulars went to the Fuji round of the Drivers' championship: two Porsches, two Lancias and a lone Rondeau; to be driven by Pescarolo and Boutsen. It was these five that made all the running, and in the end, Jacky Ickx/Jochen Mass beat the leading Lancia of Riccardo Patrese/Teo Fabi by just two laps.

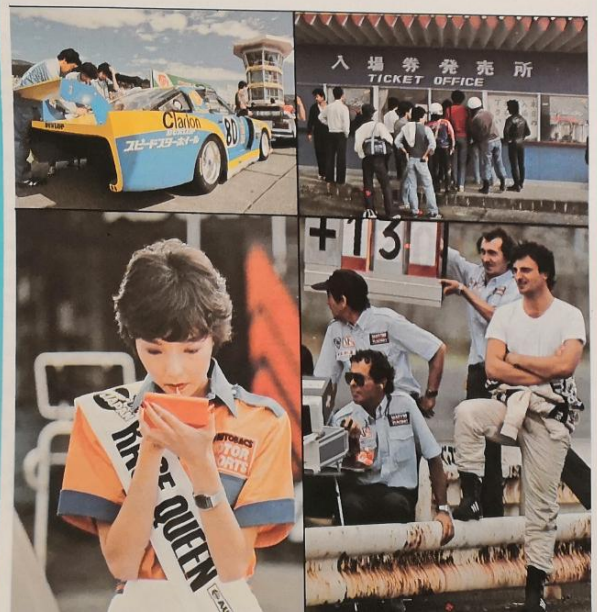
The opening laps were enlivened by Bell in the second Rothmans Porsche drawing away from the rest of the European entry, but at the first pit stop, this Porsche was found to have a leaking oil pipe which took seven minutes to replace. This left the Ickx/Mass Porsche leading the Lancias, but Schuppan and Bell had brought the second Porsche back up to fourth place ahead of the Rondeau by half distance in this six hour race.

But in the third hour, both the leading teams were to lose a car. First to go was Schuppan's Porsche when a left rear tyre exploded, the car thumped a barrier hard and was found to be too badly damaged to continue when Vern got it back to the pits. Then Alboreto's Martini Lancia suddenly left the road, possibly due to suspension damage or a slow puncture, and although the driver was mercifully unhurt, the car was also too badly damaged to continue.

Lancia then began to put on pressure, Fabi/Patrese not only pulling ahead of the Porsche but drawing away. But then Patrese made a mistake, running wide and flying through the air off a kerb. The car was fortunately not too badly damaged in the excursion, but Lancia lost four laps on the leading Porsche which Fabi reduced to two by the end. Third should have been the Rondeau, but with eight minutes to go, the car broke a driveshaft, handing third place to a locally driven Group 6 March.

Of the 39 starters, there were 18 finishers, but the main effect of this race was to put Ickx into the lead of the Drivers' series with 73 points to Patrese's 71. Alboreto had 63 points and Pescarolo 58. Any one of these four drivers could clinch the world title at Brands Hatch.

Japan has its Buddha, Europe exported its Jean-Marie Balestre to oversee the Japanese round of the World Endurance championship. Ickx-Mass and Fabi-Patrese celebrated in the usual way, but Jochen hung on a little longer for an extra celebration with more glamorous company.
(Photos: B. Asset)



Porsche lead Lancia, the race story except that only one of each survived. Here Ickx leads Bell while the Lancias seem to prove that there's no smoke without fire. Fabi's Lancia produces a familiar turbo flame, but the second car's chances seem to be going up in smoke.
(Photo: B. Asset)

Fuji was a different race for the WCM followers, a time for appreciating a little theatre, either in normal surroundings or on the track. In the paddock, young Jochen Mass followed elder's example using chopsticks at the Japanese equivalent of a hamburger stall. Ickx got down to the task of winning, Patrese watched, while the local men tended their inevitable Mazdas. (Photos: B. Asset)

Above: three seven year old but considerable modified March-BMW 75S Group Six sports cars started at Fuji, the best being that of Nakamura-Misaki (32) which finished third. Here it leads another of the Marchs, the Cocee-Cooke-Adams Porsche 935 and a Mazda RX7. Below: the Boutsen-Pescarolo Rondeau M382C allows Alboreto's Lancia to overtake. The Rondeau was heading for third when it was forced into retirement with eight minutes to go. (Photos: B. Asset)

MONT FUJI 6 HRS

Seventh round of the World Endurance Championship for Drivers.
Date: October 3, 1982.
Distance: Six hours over 2.709 mile circuit.
Weather conditions: alternating clear sky and rain.
Attendance: 86,000 spectators.

STARTING GRID

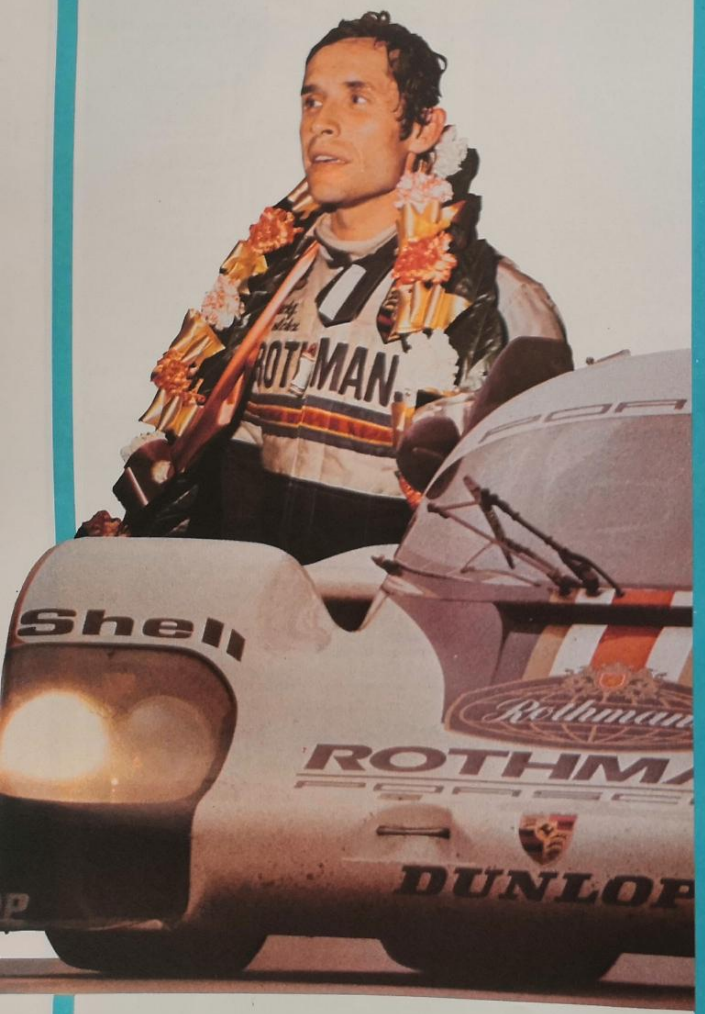
LANCIA MARTINI Alboreto-Ghinzani 1'12"39	**PORSCHE 956** Ickx-Mass 1'12"45
LANCIA MARTINI Patrese-Fabi 1'12"92	**PORSCHE 956** Bell-Schuppan 1'13"13
FORD RONDEAU M382C Pescarolo-Boutsen 1'16"18	MARCH BMW 75S Matsumoto-Fujita 1'20"40
TOYOTA CELICA Tachi-Hoshino 1'20"86	MARCH BMW 75S Yanagida-Uchida 1'21"12
BMW M1 Sato-Nagasaka 1'22"11	MARCH BMW 75S Nakamura-Misaki 1'22"58
CHEVRON B36 Latour-Fu 1'23"61	NISSAN FAIRLADY Defendorf-Adamowicz 1'24"21
MAZDA RX7 Yorino-Sekaya-Walkinshaw 1'26"03	MAZDA RX7 Totani-Suzuki-Yida 1'26"92
MAZDA RX7 Terada-Walkinshaw 1'27"03	FERRARI 512BB Henn-Henn 1'27"07
MAZDA RX7 Sehino-Kazama 1'27"57	FORD MUSTANG Minter-Klausler 1'28"62
PORSCHE 935 K3 Cocee - Cooke - Adams 1'29"12	MAZDA RX7 Hischi-Okada 1'29"32
MAZDA RX7 Shiratori-Suzuki-Hihara 1'29"66	MAZDA RX7 Sugihama-Koiso 1'29"91
MAZDA RX7 Sawada-Okamoto 1'30"59	NISSAN FAIRLADY See-Tsuchiya-Mihagava 1'30"6~
TOYOTA COROLLA Sakamoto-Ashimoto-Iwabashi 1'31"18	TOYOTA CELICA Hitomi-Schibuia-Koma 1'32"08
MAZDA RX7 Matsumoto-Morija-Sueeheea 1'32"23	MAZDA RX7 Tabata-Kusano-Isosaki 1'32"39
MAZDA RX7 Imazu-Ogura 1'32"41	NISSAN FAIRLADY Akajama-Matsunami 1'32"75
MAZDA RX7 Amamja-Hinnove-Egura 1'33"96	MAZDA RX7 Katsuki-Isikawa-Sekiguchi 1'34"18
HONDA CIVIC Hobasato-Mitsokawa 1'34"55	DATSUN SILVIA Tominoka-Motohashi 1'35"53
MAZDA RX7 Kamata-Murahosha 1'37"13	TOYOTA COROLLA Tosa-Shimoda-Seki 1'39"36

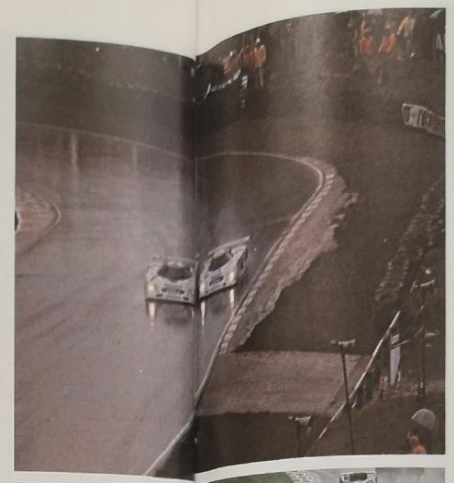
RESULTS

1 - **Porsche 956** Ickx-Mass, 260 laps, 704.223 miles in 6 hrs 00'41"05, 117.161 mph.

2 - Lancia Martini	Patrese-Fabi	2 laps behind
3 - March BMW 75S	Nakamura-Misaki	17 laps behind
4 - BMW M1	Sato-Nagazaka	22 laps behind
5 - Toyota Celica	Tachi-Hoshino	26 laps behind
6 - Mazda RX7	Yorino-Sekaya-Walkinshaw	26 laps behind
7 - Porsche 935K3	Cocee-Cooke-Adams	32 laps behind
8 - Mazda RX7	Shiratori-Suzuki-Hihara	36 laps behind
9 - Mazda RX7	Totani-Suzuki-Yida	36 laps behind
10 - March BMW 75S	Yanagida-Uchida	41 laps behind
11 - Mazda RX7	Sehiro-Kazama	43 laps behind
12 - Nissan Fairlady	Akajama-Matsunami	43 laps behind
13 - Ford Mustang	Minter-Klausler	48 laps behind
14 - Datsun Silvia	Tomihoka-Motohashi	52 laps behind
15 - March BMW 75S	Matsumoto-Fujita	54 laps behind
16 - Mazda RX7	Katsuki-Isikawa-Sekiguchi	56 laps behind
17 - Nissan Fairlady	See-Tsuchiya-Mihagava	64 laps behind
18 - Mazda RX7	Matsumoto-Morija-Sueeheea	73 laps behind

BRANDS HATCH 1000 KMS





Left: hailed as World Endurance Champion at the end of a thrilling and suspense-filled race: Jacky Ickx Right: the first part of the race was run on a wet and slippery track, very much enlivened by the Ford C100s of Surer and Winkelhock. Later, the Lancia team watched anxiously as Ickx caught Fabi. Below, the seventh placed Lola T610 had very much revised aerodynamics. (Photos: First Line and DPPI)

No Endurance championship, and only the very occasional endurance race ever has a conclusion quite as exciting as the race that took place at Brands Hatch in October. After victories at Spa and Fuji, Ickx persuaded Porsche to bring one 956 to defend his Endurance championship hopes against Lancia's two normal cars with the usual driver pairings. After a wet and abbreviated start, Patrese/Fabi and Ickx/Bell fought a superb battle throughout the race.

But the race had been stopped after nine laps following an accident which eliminated one of three Fords. It was now uncertain just when the race would end. It depended on failing light, and as clouds from the west darkened the sky, so Ickx was cutting the gap to Fabi's leading Lancia. He knew that the race would soon end, that the clerk of the course would soon show a "Ten laps to go" board. And suddenly there it was.

For the next ten laps, two drivers worked frantically. Ickx turned up the boost, and aided by headlamps, he scythed through the field. Fabi kept his distance. Inexorably, the Porsche closed, but on that last lap, Lancia lead Porsche across the line by 1.7s. Fabi thought he'd won the title for Patrese, Ickx thought his gamble had failed. Neither of them had remembered that Ickx had been 6.4s ahead of Fabi before the race had been stopped. Ickx was the winner. Ickx was champion.

Almost everyone else was forgotten in the euphoria of that final lap of that final race. There had been other fine performances. Hans Stuck had been superb in the BMW turbo-engined Sauber, particularly in the wet but had retired with engine problems. The two normal works Fords had put on an extraordinary performance, driving side by side to maximise visibility in the rain after starting from the front row, only for Surer to acquaplane and knock Winkelhock off the track causing the race to be stopped. The surviving car was later delayed by a puncture and loose exhaust, but finished fifth, giving best to the third C100 driven by Brands favourite Desire Wilson and Jonathan Palmer, who, despite a fire in practice, finished a fine fourth.

Particularly popular third placed finishers were John Fitzpatrick and David Hobbs, generally known as expatriot Brits who race in the States, who brought J. David's Porsche 935 home in third place, after an excellent battle with John Paul Jnr in Kremer's K5 which he shared with Frank Jelinski. The duo finished sixth. Pescarolo saw his title disappear with the brakes of Jost's 936C which he was again sharing with Wollek and Heyer: they finished eighth. Alboreto retired with electrical failure in the second Lancia.

There were other excellent drives, and some not so good, but it was all overshadowed by that final dash to the line. Ickx won his first World Championship. Lancia's gamble to build Group 6 sports cars to win the drivers' title had failed.

BRANDS HATCH 1000 KMS

Eighth round of the World Endurance Championship for Drivers.
Date : October 17th,.1982.
Scheduled distance: 238 laps of 2.613 mile circuit, 622.009 miles, shortened, due to approaching night, to.
Actual distance: 211 laps of 2.613 mile circuit, 551.445 miles.
Weather conditions: alternating wet and dry throughout practice and race.
Attendance: 20,000 spectators.

STARTING GRID

FORD C 100 Surer - Ludwig 1'27"50	**FORD C 100** Winkelhock - Niedzwiedz 1'27"53
LANCIA MARTINI Patrese - Fabi 1'29"38	LANCIA MARTINI Alboreto - Ghinzani 1'29"60
BMW SAUBER SHS C6 Stuck - Brun 1'30"33	**PORSCHE 956** Ickx-Bell 1'31"04
TOJ BMW Chauvet - Gartner 1'31"15	**FORD C 100** Palmer - Wilson 1'31"57
FORD GRID PLAZA S1 De Villota - Daly - Stiff 1'32"90	**FORD LOLA T 610** Edwards - Keegan 1'33"43
PORSCHE 935 L Fitzpatrick - Hobbs 1'35"47	**ASTON MARTIN NIMROD** Mallock - Salmon 1'36"61
LOLA BMW Binder - Gotz 1'37"55	**PORSCHE 936 J** Wollek - Pescarolo - Heyer 1'38"02
FORD SAUBER SHS C6 Müller - Johansson 1'39"65	**PORSCHE KREMER CK5** Paul Jr - Jelinski 1'41"08
PORSCHE 935 K3 Jordan - Loxton - Wood 1'41"76	**BMW URD C81** Grohs - Gall 1'41"77
LOLA FORD T 298 Faure - Baker - Arundel 1'42"57	PORSCHE 934 Dron - Cleare 1'42"85
PORSCHE 935 K3 Cooper - Smith 1'43"57	PORSCHE 935 K3 Poulsen - Hansen 1'43"71
BMW M1 Winther - Braun 1'43"77	PORSCHE 924 GTR Allam - Lloyd 1'44"08
LOTUS FORD ELAN Ashmore - Payne 1'44"32	VOGUE FORD SP2 Mercer - Chittenden 1'44"96
CHEVRON FORD Kennedy - Amato - Birrane 1'45"35	ASTON MARTIN Preece - Woodcock 1'48"03
MARTIN FORD Williams - Philipps - Harrower 1'49"15	PORSCHE 924 Kofel - Zbinden 1'49"95
LANCIA BETA MC Dacco - Giudici 1'50"62	LANCIA BETA MC Castellano - Bertuzzi 1'52"09
MAZDA RX7 Blackburn - Palmer 1'54"01	

RESULTS

1 - **Porsche 956**/Ickx-Bell, 211 laps, 551.445 miles in 5 hrs 35'01"60, 98.761 mph.

2 - Lancia Martini	Patrese-Fabi	4"7 behind
3 - Porsche 935 L	Fitzpatrick-Hobbs	9 laps behind
4 - **Ford C 100**	Palmer-Wilson	10 laps behind
5 - **Ford 100**	Surer-Ludwig	11 laps behind
6 - **Porsche Kremer C 82**	Paul Jr-Jelinski	13 laps behind
7 - **Ford Lola T 610**	Edwards-Keegan	14 laps behind
8 - **Porsche 936 J**	Wollek-Pescarolo-Heyer	14 laps behind
9 - **Aston Martin Nimrod**	Mallock-Salmon	17 laps behind
10 - **Ford Grid Plaza S1**	De Villota-Daly-Stiff	19 laps behind
11 - Lola BMW	Binder-Gotz	25 laps behind
12 - Porsche 935 K3	Cooper-Smith	27 laps behind
13 - **BMW URD C81**	Grohs-Gall	27 laps behind
14 - Porsche 934	Dron-Cleare	31 laps behind
15 - Lola Ford T 298	Faure-Baker-Arundel	40 laps behind
16 - Porsche 935 K3	Jordan-Loxton-Wood	41 laps behind
17 - Porsche 924 GTR	Allam-Lloyd	41 laps behind
18 - Lotus Ford Elan	Ashmore-Payne	41 laps behind
19 - Porsche 935 K3	Poulsen-Hansen	46 laps behind
20 - Chevron Ford	Kennedy-Amato-Birrane	47 laps behind

Fastest lap: **Porsche 956**/Ickx, 1'21"00, 116.135 mph.

KYALAMI 9 HRS

Night falls at Kyalami. The winning Porsche 956 of Jacky Ickx-Jochen Mass rushes past the pits in the dark at more than 180 mph. Later, a bad misfire allowed the second works Porsche driven by Derek Bell-Vern Schuppan to close up to within a lap. Derek Bell tells the story at the Kyalami Ranch the next day. (Photos : B. Asset)

The World Championships were all over, but there was one long distance race that both Porsche and Rothmans wanted to do: Kyalami. Without a Lancia in sight, and with some pretty slow saloon cars littering the track, the two works Porsches, Ickx/Mass and Bell/Schuppan again trounced the opposition.

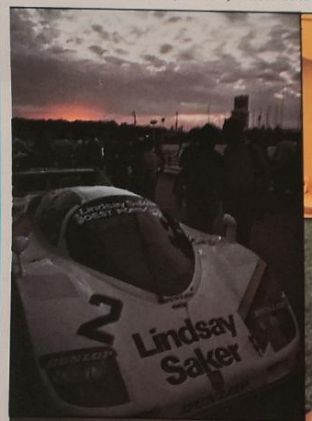
There wasn't the usual top class opposition: no Fords for example, no Rondeaus, no Kremer Porsche, and of course, no Lancias. But Jost brought two 936s, the open version for Wollek/Francia, and the C-version for Merl/Schornstein/Heyer, the former two usually seen in a 935. John Fitzpatrick took his 935 to share with Desiré Wilson, while Walter Brun kept the Ford flame burning with a Sauber powered by DFL for himself and Sigi Muller while former Ford C100 driver Manfred Winkelhock shared a turbo BMW powered version with Poldi, otherwise known as Prince Leopold von Bayern.

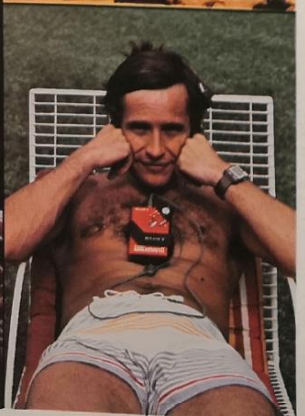
The race was uncomplicated: Ickx and Mass drew out a a three lap lead in the first eight hours, followed by Bell and Schuppan. In the final hour, the leading car developed a misfire, and Bell reduced the lead dramatically, but Ickx still crossed the line ahead. Wollek/Francia lead home their teammates in the 936C by 37s. The first non-Porsche car was the Grano/Calderari/Joosen BMW M1 in seventh.

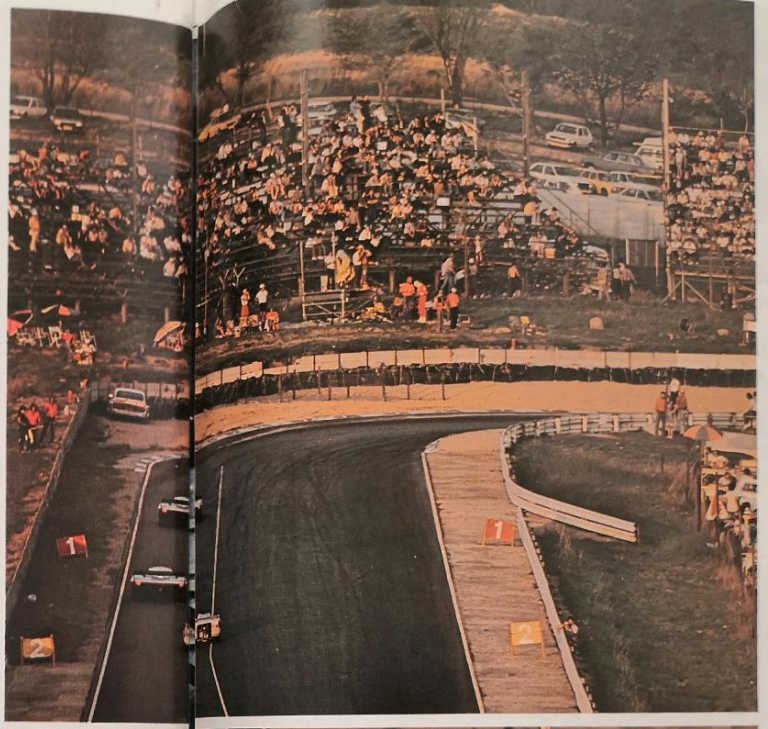
Amongst the retirements were Desire Wilson with a damaged engine, and both Saubers. The Prince had a blown tyre which destroyed his model, and the other car twice tangled with rivals, the second time due to a blown tyre and the car ended up on its roof, fortunately without injury to driver Brun.

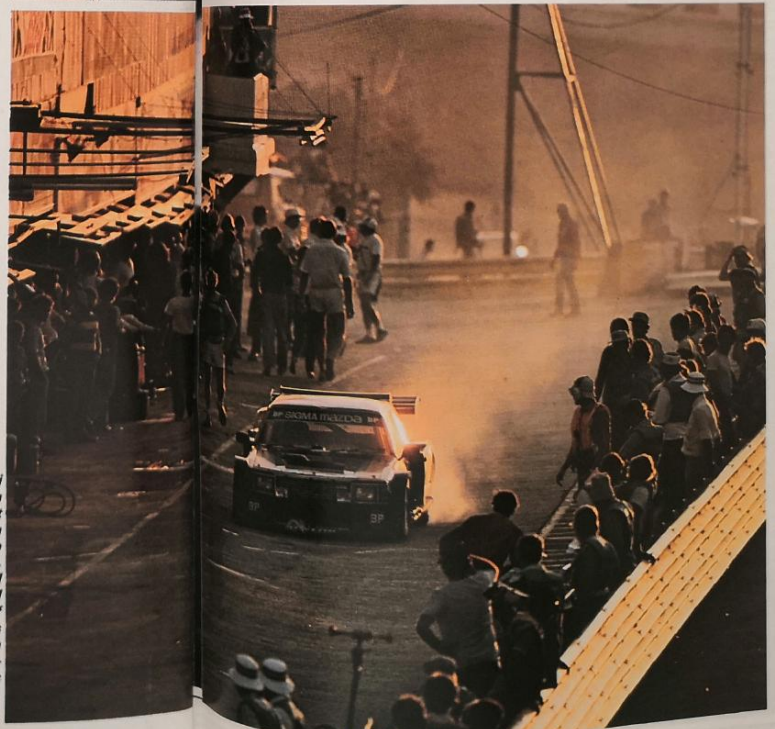
It wasn't the greatest of long distance races in terms of the battle for the lead, but it did have interest, and will be a worthy championship round in 1983.

Part of the enjoyment of the Kyalami nine hours is the atmosphere and the sun : Jacky Ickx combines a little music. On the track, Jost's Porsche team had much more luck than Brun's Saubers. The Group C 936 (N°2) was beaten by the third placed Group Six 936 (N°1) driven by Wollek-Francia. Brun ultimately crashed the BASF, Cosworth-powered Sauber while a burst tyre sent Prince Leopold von Bayern into the wall in the Liqui Moly BMW turbo-powered model. (Photos : B. Asset).









Sundown at Kyalami is a moment that a photographer cannot miss. When the sun dips behind the stands at Leeukop, then shadows and light give a surreal effect, as in front of the pits which is where the Mazda 323 of Santana-Shearsby-Burford is heading. (Photos : B. Asset).

KYALAMI 9 HRS

Non-championship endurance race.
Date: November 6, 1982.
Distance: Nine hours over 2.55 mile circuit.
Weather conditions: alternating sunny weather and showers during practice, sunny during race.
Attendance: 35,000 spectators.

STARTING GRID

PORSCHE 956
Ickx-Mass
1'13"43

PORSCHE 936
Wollek-Francia
1'16"98

PORSCHE 935L
Fitzpatrick-Wilson
1'19"04

PORSCHE 908
de Cadenet-Pianta-Martin
1'20"04

BMW SAUBER SHSC6
Winkelhock-von-Bayern
1'21"09

BMW M1
Grano-Calderari-Joosen
1'23"93

MAZDA 323
Santana-Shearsby-Burford
1'31"94

FORD ESCORT
Maloney-Gibb
1'35"75

ROVER SDS
O'Sullivan-O'Sullivan
1'36"90

BMW 535i
Smith-Jute
1'38"13

DATSUN J
Van Rooyen-Knez
1'38"79

MAZDA CAPELLA
Driver-Taylor
1'39"08

ALFA ROMEO GTV6
Chatz-Bianco
1'39"80

BMW 535i
Charlton-Viana
1'40"60

FORD ESCORT
Duckham-Willis
1'42"37

BMW 535i
Moni-Lindenberg
1'43"94

ALFA ROMEO GTV6
Bianco-Damseaux
1'45"53

DATSUN SKYLINE GT
van Kooij-Clay
1'47"74

MAZDA CAPELLA
van Noord-Lange
1'48"36

MAZDA CAPELLA
Voget-Pienaar
1'48"98

DATSUN 180
Sorensen-Flowers
1'51"00

PORSCHE 956
Bell-Schuppan
1'13"87

PORSCHE 936J
Merl-Schornstein-Heyer
1'17"96

FORD SAUBER SHSC6
Brun-Müller-Stuck
1'19"37

PORSCHE 935L
Moretti-Baldi-van der Merwe
1'20"38

DATSUN SKYLINE
Hobbs-Hashemi
1'22"55

MAZDA CHEVRON
Tilanus-Harrower-Duxbury
1'24"10

CHEVROLET SS
Hepburn-Morgenrood
1'34"78

VOLVO 164
Els-Kruger
1'36"71

MAZDA CAPELLA
Giovannoni-Thomson
1'37"54

BMW 530
Booysen-Nortjé-Goddard
1'38"70

FORD ESCORT
Selzer-Coetzee-Vogt
1'38"89

FORD CAPRI
Cook-Critchfield
1'39"23

DATSUN STANZA
van der Linde-Bezuidenhout
1'40"01

ALFA ROMEO GTV6
D'Oliveira-Dunn
1'42"00

BMW 535i
Coetzee-Cavalier-Cavalier
1'43"60

ALFA ROMEO GTV6
Parsons-Pickering
1'45"41

MAZDA 323
Bruins-Rowlings
1'47"20

DATSUN SKYLINE GT
Brittz-Sanders-Cox
1'48"07

ALFA ROMEO GTV6
van Zyl-Hettema
1'48"43

MAZDA CAPELLA
Wentzel-Terlouw-Todd
1'49"00

RESULTS:

1 - **Porsche 956**/Ickx-Mass, 378 laps, 963.939 miles in 9 h 00'41", 106.930 mph.

2 - **Porsche 956**	Bell-Schuppan	1 lap behind
3 - Porsche 936	Wollek-Francia	19 laps behind
4 - **Porsche 936J**	Merl-Schornstein-Heyer	19 laps behind
5 - Porsche 935L	Moretti-Baldi-van der Merwe	22 laps behind
6 - Porsche 908	de Cadenet-Martin-Pianta	23 laps behind
7 - BMW M1	Grano-Calderari-Joosen	30 laps behind
8 - Mazda Capella	Driver-Taylor	69 laps behind
9 - Datsun Stanza	van der Linde-Bezuidenhout	80 laps behind
10 - Alfa Romeo GTV6	Bianco-Damseaux	87 laps behind
11 - Alfa Romeo GTV6	D'Oliveira-Dunn	89 laps behind
12 - Alfa Romeo GTV6	Parsons-Pickering	89 laps behind
13 - Mazda Chevron	Tilanus-Harrower-Duxbury	96 laps behind
14 - BMW 535i	Coetzee-Cavalier-Cavalier	96 laps behind
15 - Datsun 180	Sorensen-Flowers	100 laps behind

(etc: 26 cars covered more than 200 laps.)

Fastest lap: **Porsche 956**/Ickx-Mass, en 1'15"03, 122,354 mph.

LITTLE BIG MAN

Just like the legendary Indian in Arthur Penn's film, Jean Rondeau from Le Mans is both big and little at the same time.
He's big because he's won the classic 24 hour race (in 1980) and because he had the effrontery to take on the might of Porsche in 1982.
But he's little, contrary to popular opinion, because he lives and works in the constant debt to sponsors, and without sponsors, his business would fold. There would be no Automobiles Jean Rondeau.

by Didier Braillon

The evening of the Spa 1000 kilometers, Jean Rondeau and his team had a celebration dinner at the Hotel Moderne in Francorchamps. It should have been a happy affair for all, but for Rondeau himself and team manager Keith Greene, there was a nagging doubt : which way would FISA jump on the subject of Group B cars winning points in the World Championship for Makes ? Rondeau, you see, had won 70 points to Porsche's 60. But Porsche could win the title if FISA awarded 15 points to the Group B Porsche 930 driven by Muller-Memminger which finished a modest ninth in the Nürburgring 1000 kms.

"The day that I learned that this was all going to be decided around a committee table, I knew that we had lost," admits Jean Rondeau. *"I'm one of those people who gives enough of themselves to motor racing to be able to say what they think. When a decision is quite as illogical as the one that they took, I can't help but comment on it in the strongest terms because it affected me considerably. The problem is that my comments might be wrongly interpreted.*

"That fact that FISA has awarded the championship to my chief rivals hasn't

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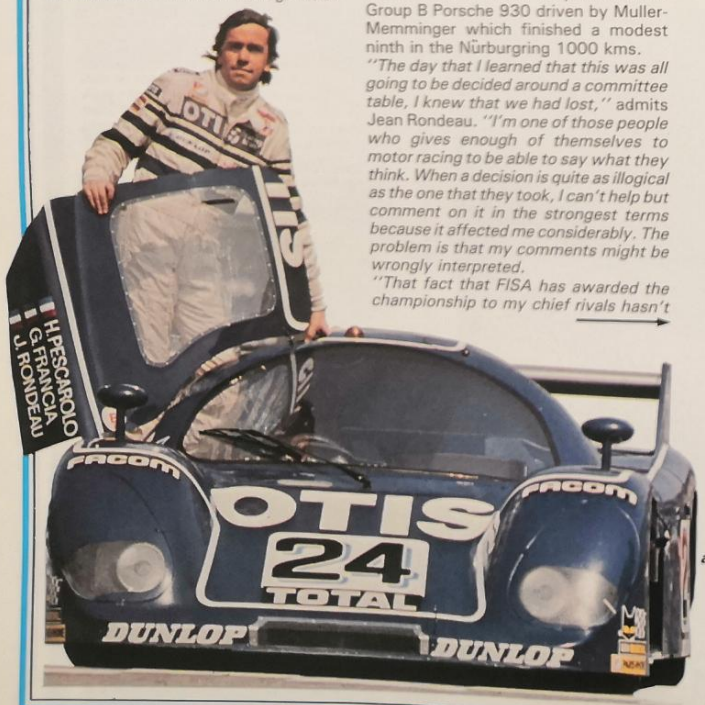
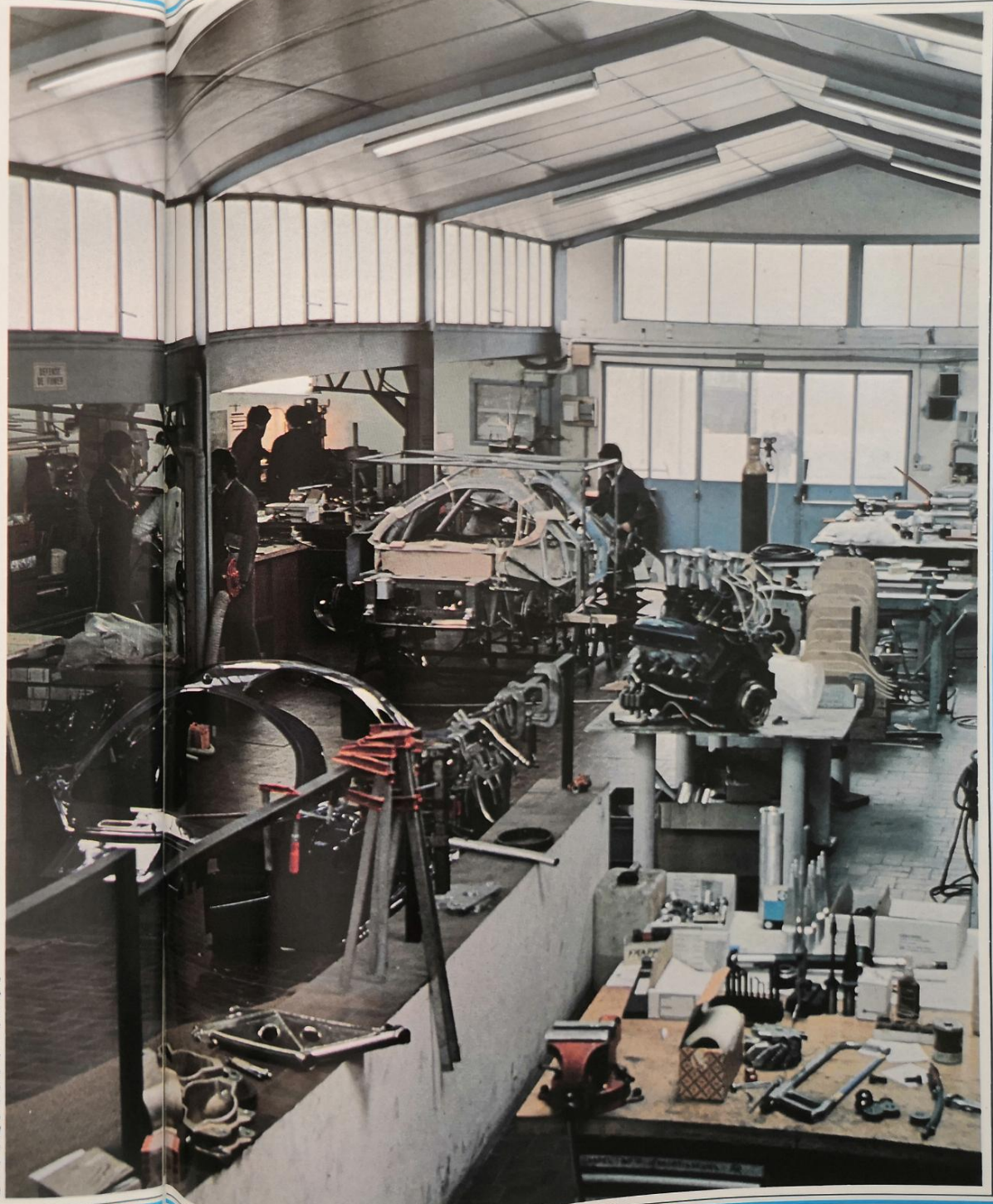




The Rondeau team is based at Champagne', about eight miles east of Le Mans. The workshops are light and clean but although the factory has been expanded, space is limited, and Jean Rondeau is hoping to move soon. (Photos: B. Asset)

made me bitter about Porsche because I have enormous respect for them and I totally understand that the reason that they have so much influence now is because they've worked so hard in the past. No, my anger is directed towards others : the useless people who made up the committee which sold out.

"But now that's all over, I'm much more concerned with the future to worry about the past and such negative stories. I just hope that I shall be sufficiently powerful in terms of engineering and the sport to give Porsche as good as I got in 1983. And if I don't succeed, I have no one else to blame but myself."

In 1982, Rondeau's main weapon was the tubular framed M382C powered by a normally aspirated Ford engine. It was largely dominated by Porsche's turbo engined monocoque, but Rondeau realises that he has a problem. *"I don't deny it; for financial reasons our problem is always the same: our M382C was a development of the M379C which was a very conventional car, totally unsophisticated in terms of aerodynamics and ground effect. Futhermore — and this is a point that is generally not known — it was under-powered. Generally speaking, we were 150 bhp down on Porsche in practice, and 100 bhp in the race, and that's with the best 3995cc Ford Cosworth.*

"So it wasn't particularly surprising that we were completely outclassed by Porsche, as at Spa for instance. If we'd run the M482C, we would have considerably reduced that handicap."

The M482C was Rondeau's ultimate weapon: a ground-effect Group C car on which the aerodynamicist Max Sardou was consultant. It was finished just before Silverstone where it soon retired with the bodywork in tatters. Was this a wrong turn, or simply a machine that was too ambitious ?

"No, I think we should have raced the 482C throughout the year. We didn't get it finished earlier for financial reasons. It was only finished a few days before Silverstone, and it was because of a sponsor that we were forced into giving it a premature debut. But it was still very unsorted, and I soon decided to put it under wraps until we had enough time at the end of the season to sort it out. It was a wise decision, but it was also the only possible decision.

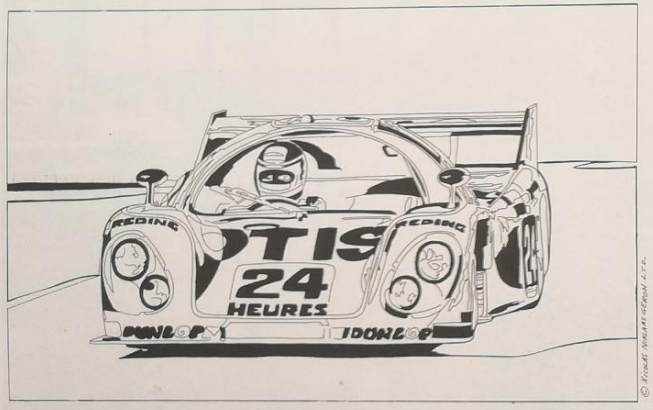
"Since then, I've done over 2,800 miles of testing in that car on the Bugatti circuit at Le Mans and the Michelin test track at Clermont Ferrand. I've lapped the Bugatti circuit nearly three seconds quicker than Henri Pescarolo's best ever in an M382C. I'm delighted to say that we're now confirming the promise that the car showed when we tested a model in the wind tunnel."

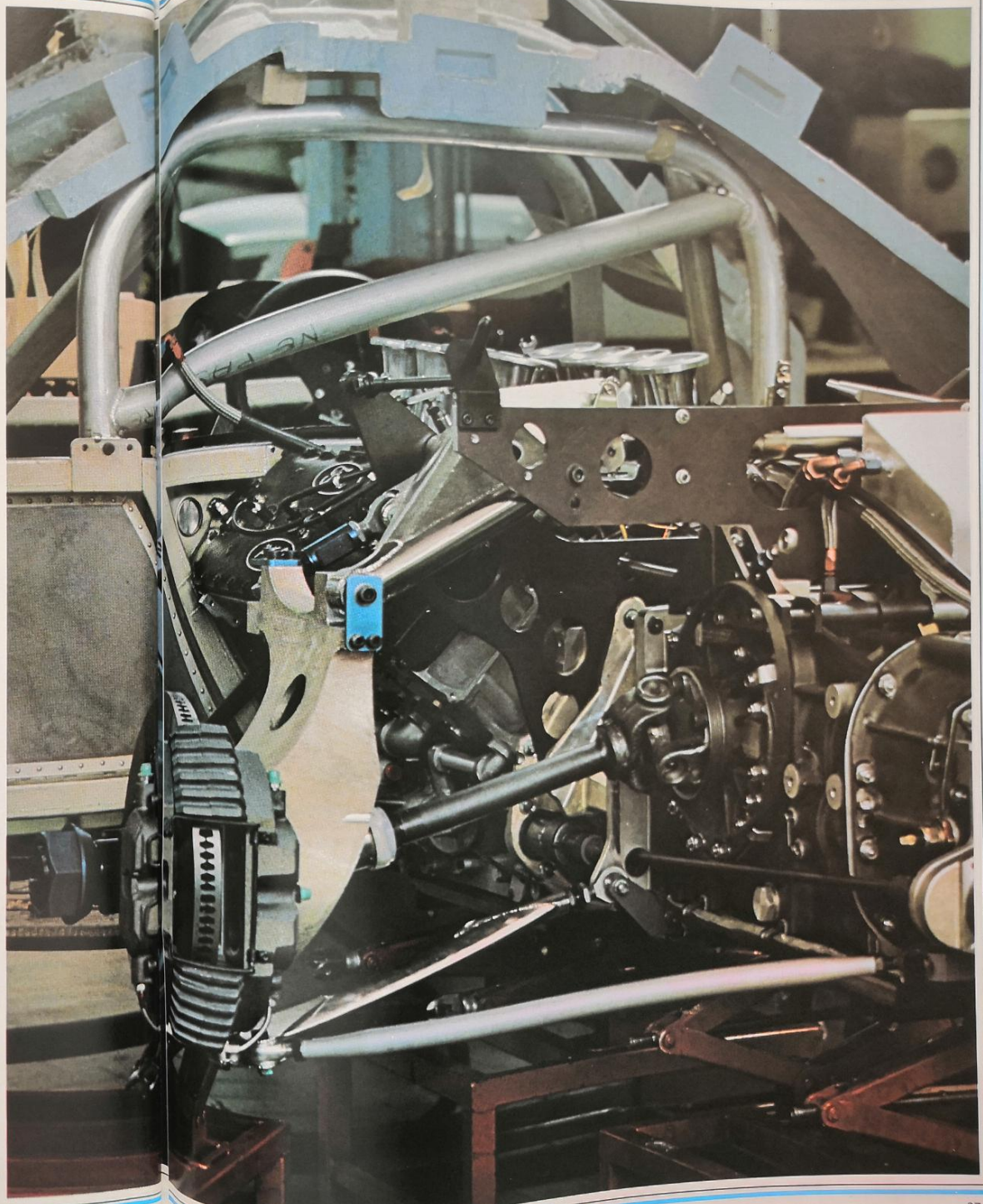
According to Jean, the M482C seen at Siverstone was only a development car. How has it altered since then ?

"We've made a lot of detail changes which I won't bother to mention, but we have made two major changes. At first we didnt want to make any concessions to the car's cooling: it had to be an out and out aerodynamic car. However, the cooling turned out to be pretty bad so we had to forget that idea and allow for some cooling. We also overestimated the strength of our bodywork in terms of the amount of ground effect we obtained. There was some deforming and the car also suffered from porpoising so we had to modify it by toughening up the underside of the chassis and the monocoque section. Now I believe that we've developed the car sufficiently to be ready for a Cosworth turbo. It gives 150 bhp more than the 3.9 normally aspirated version that we've had this year. I think the two will go really well together."

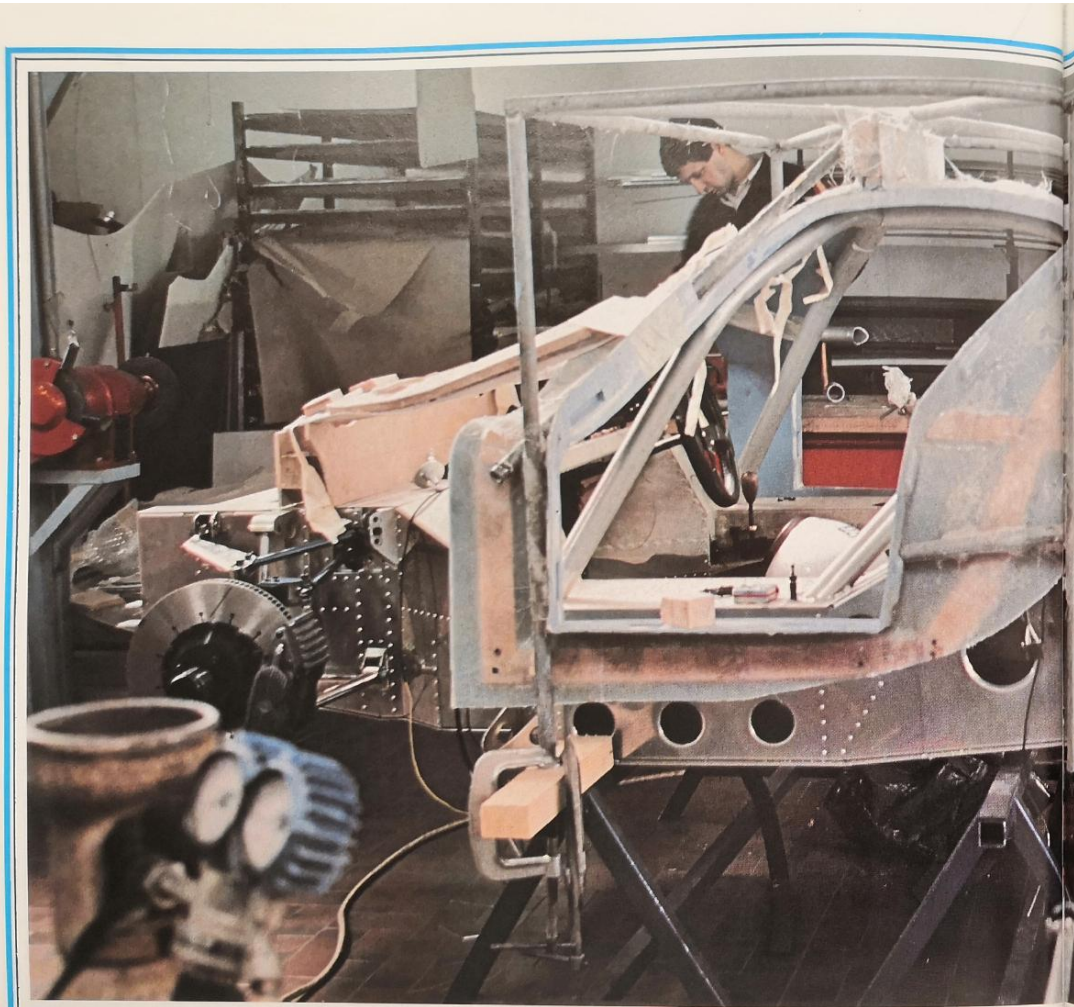
The Cosworth DFL, whether fitted to a Rondeau, Sauber, Ford C100, Lola or anything else has this year been largely dominated by the Porsche flat six, twin turbo engine. Will Ford's turbo Cosworth be the answer to the Porsche unit?

"I think so, and that is why I'm remaining faithful to Ford. I believe in that engine. It's a 3995cc unit with a single turbo set at 0.7 bar at which the engine develops around 700 bhp. I'm in the process of drawing up an agreement with Ford. Actually Porsche also approached





This year's Rondeaus have been under-powered in comparison to Porsche's 956. According to Rondeau himself, his Cosworth-engined cars have been 100 bhp down in race trim. But Rondeau hopes to have his revenge next year if he can use one of Cosworth's turbocharged V8s. (Photo: B. Asset)



Rondeau's very distinctive M482C was completed on May 12, 1982 and was then presented to the press at the Bugatti circuit. Four days later, it raced for the first and only time in the Silverstone Six hours.

me to use their engines in 1983, and I spent some time working on just such a project. I respect the Porsche people enormously, as much for their personalities as for their knowledge, and I think we could have done a good job together. But it didn't seem logical for me to use their engine, because they were the winners this year, and I tried all season to beat them. They are now on the pedestal, and I want to knock them off it. I wouldn't have the same determination to do that if I was using a Porsche engine..."

Jean talks of Porsche and Ford but not of Matra. This might seem surprising, because there were rumours at one time that he might have an agreement with the French firm which is still trying to sort out its 1500 cc turbo Formula One engine.

"These rumours were not entirely wrong, but they weren't well founded. I've always remainded in close contact with Matra, and Jean-François Robin in particular who was my team manager when I won in 1980. Obviously, should a French endurance engine prove to be as competitive as a Cosworth, then I would think again, but at the moment I can't see that happening for a while. A good reason for this is that it's hard to do more than one thing at a time, and just at the moment, Matra is totally occupied with the development of its F1 turbo engine to become involved with anything else."

Next year, it seems, will be the year of the turbo endurance engine. Will this mean a serious increase in budget for the likes of Rondeau?

"Yes and no. The number of races can obviously increase a season's budget. As far as we're concerned, the links that we've forged with Ford will almost certainly protect us from any nasty surprises, but even building a car to take 700 bhp instead of 540 bhp costs a lot. On the other hand, we're confident that nearly all the destructive vibration inherent in the Ford turbo will have been eliminated by a balance shaft. Consequently, the chassis life should be improved.

"But to be quite honest, the main thing that worries me today, December 7, is an apparent lack of sponsor. I really believe that a Rondeau M482C fitted with Cosworth turbo engine and Michelin tyres will be the tool with which to beat Porsche. In that way I'm very optimistic. But because the French economy is going through a recession, it seems that our sponsor wants to take a little rest and doesn't want to support us again next year. What a paradox: all ready to win the World Championship and we're out of money!

"Just at the moment, I'm down to zero. Our 1982 budget was so tight that there was nothing left at the end of the season. We had around £600,000 and it's all gone. Frankly, we would have been happier with £800,000 or £900,000. The only reason we were able to do the Fuji race was because we found a Japanese buyer for our M382C and he bought the car for £60,000."

Even £600,000 for the season proved too little, because Rondeau had to borrow his engines in 1982. He had to pay for the rebuilds, but even those were fairly infrequent.

"Yes, that's true, there's a big difference between the wealth of Formula One and the poverty that we find ourselves in on occasions. Sometimes we had only three engines, and most of the time those engines would do two entire weekends of racing and practice, plus the third weekend of practice and all the unofficial testing in between."

Today, Jean Rondeau and his 22 employees (*"I really need 35"*) are waiting and hoping. His sponsor will soon make his final decision, but meanwhile, Rondeau is making precautionary plans. One of these is to set up an American division in order to sell and maintain cars sold on the other side of the Atlantic. This idea came from the sale of two M382Cs to Golden Eagle and Belcher Racing at the start of the year. That might allow him the money to maintain the small operation of the little man, but be competitive as the big man. Jean Rondeau: little big man! □

It's a matter of policy that Jean Rondeau's little 22-strong team produces as many parts and pieces as possible. This trend towards self-sufficiency arises from the high cost of sub-contracting work. (Photos: B. Asset)

WORLDS APART

"A single-seater driver is on the limit the whole time, and doesn't compromise his speed for reliability."
"An endurance driver has to take mechanical elements into account if he is to finish."
Are both statements true? Are two completely different styles of driving required for the two types of racing? To find out, we monitored Thierry Boutsen, the F2 Spirit-Honda and Honda F1 development driver, on his first appearance in a Group C endurance car. It was at a circuit he knows well, Spa, but in a Rondeau which he had never driven before. Each time he came into the pits, he told us how he was adapting to the new style of driving.

There are, in fact, few common points between a single-seater and a Group C car. The first thing you notice is that there are quite a few physical differences which are due to apparently quite small changes of detail, which are actually quite important. For example the driving position is to the right, and not in the centre. Visibility is not as good as usual, the wheels are enclosed, you can't see where you're placing your wheels, and more than anything – and this might seem stupid but it's important – you're completely enclosed.

"Being in a closed car has a great effect on a driver. It probably means that it's going to be hot inside the car, the driver's helmet is unaffected by fresh air and the air feels slightly stuffy. Another sordid detail is that you sweat a lot, but worse than that, you can feel yourself sweating. In a single seater, you still sweat, but because of the ventilation and wind, it dries very quickly. Finally, because you're in a relatively closed car, there isn't a lot of noise, neither from wind nor engine.

"Once you become acclimatised to these physical changes, you are soon amazed by how easy it is to change gear, and how light the steering is. I was expecting my arms to suffer badly, because Group C cars weigh around 850 kilos, but it didn't affect me. However, I really felt the weight affect acceleration. When I first drove the car, I found that the Rondeau didn't pull well in the first three gears, that it really weighed a lot and that the Cosworth engine had problems pulling it. However, in fast sections, this feeling soon disappeared. In fourth and fifth gears, the power really seemed to have arrived and I soon found myself at top speed. The other thing affected by the car's weight was braking. A formula driver in a Group C naturally tries to ensure that he brakes early for the first few laps. In fact, even when you think you're braking early, it's almost too late!"

INSTANT CONFIDENCE

"The Rondeau M382C is a car that's easy to drive. It's predictable to drive and not at all twitchy. This means that it tells the driver what it's going to do in advance, without frightening him, so that within a few laps, the driver can really have a go. When the car begins to slide, all the driver has to do is wind on opposite lock and the car comes back on line quite reasonably. But that way, a driver soon realises that if he's to go quickly, he must drive cleanly with a flowing movement, and avoid sliding the car. It is imperative that to accelerate quickly and early out of a corner, the car must be on the right line all the time, even if it means going through the corner itself slightly slower. But having said that, one can say nothing but good about the car: on bumps, it moves a lot because of the weight to which I've already referred, and when it slides, there is still time in which you can react.

"Once again, the dead weight of the car makes itself felt in those circumstances. Furthermore, as you know, a Rondeau has little or no ground effect, which is why there is more than the two or three centimeters suspension travel to which we are accustomed in single seaters. Group C cars, however, can absorb the bumps, and each time you drive over a bump you feel it – as though it's not going to stop.

"The lack of ground effect has its advantages. If the ground effect is lost for either mechanical or aerodynamic reasons in a ground effect car, you lose grip incredibly quickly. But not with this type of car. When you've reached the limit, it begins to understeer slightly, becoming stronger as you pass that limit. But it isn't a violent reaction. It's all very soft, as though wrapped in honey!

"When you're driving a single-seater, one of the most important things is to try not to slide the car at all, otherwise you lose time. In a Group C car, you spend time juggling with the weight, sliding slightly everywhere. This is pretty exhausting because of the heat in the cockpit, but it's very rewarding because you feel the car moving with you. When you get sideways in a single-seater, you feel your body pushed up against the monocoque like a brick wall. It isn't uncomfortable in Group C. You actually have to nurture the car in Group C and the body actually feels good. It's an amazing feeling."

ADAPTING THE STYLE

"You have to drive well within the car's own possibilities in Group C. That means close to the limit, not on the limit, but a lot closer to the limit than you might think. It's in your mental outlook that there is the change. In a single-seater car, it is an out and out sprint, a fight of body against body. In endurance racing, you have to look after the gearbox, the clutch and the brakes; everything. It's not because they're fragile, but because a six hour or 1000 kilometer race is long. If your employer is going to score points in the championship, first of all the car has to finish!

"It's absolute fantasy to say that a single-seater driver breaks Group C cars. If you can bring home a Formula One or Formula Two car in good condition, then there's no reason why you shouldn't do the same in an endurance race, even if the distance is three or four times greater. It's all a question of mechanical sympathy. There are some who are naturals, and others who never will be. But the latter will never be good drivers, no matter in which category they race. When you're brutal enough to break cars, you break them in every class. So I repeat, to be a good endurance driver, you have to be careful. And to repeat a well-worn expression, you don't just drive with your hands and feet, but with your head as well."

Interview conducted by Didier Braillon

RICCARDO PATRESE MICHELE ALBORETO

FOR A FEW POINTS MORE...

Riccardo Patrese and Michele Alboreto both came close to winning the World Endurance Championship for Drivers in 1982. But they both failed to bring to Italy a much needed title following the season's disappointments at Ferrari. Their chance may come next year with the Ferrari-Lancia-Martini, but meanwhile, Patrese and Alboreto, two very different personalities, look back at a season's Endurance racing.

by Franco Lini

Italian motor sport fans have reason to be happy: they have an unequaled number of drivers to support in the upper echelons of the sport. Furthermore, there is as much quality as quantity. The Italians aren't complaining, although such representation could well be a dream for an ambitious national president elsewhere. However, Fabrizio Serena, president of the CSAI, is not one to be swayed by such status.

There were nine Formula One drivers in Formula One in 1981, and seven in 1982 following Riccardo Paletti's death and Eddie Cheever's defection. But the Italians had gained status in 1982 with Elio de Angelis, Riccardo Patrese and Michele Alboreto all winning their first Grand Prix. But the latter two also came close to winning another championship for Lancia: the World Endurance Championship for Drivers.

Lancia took a gamble at the beginning of the year: they built Group Six sports cars and hired the best drivers so that one of them, at least, could win the Drivers' title. The Lancias were unable to score points in the Makes series, but four outright wins should have allowed one of their drivers to win the other title. It didn't work out that way, but neither driver was unhappy with his season's endurance racing. It was a delight to welcome them to long distance racing, a series chosen by the drivers themselves for their own sake rather than for contractual reasons, even if those drivers do prefer Formula One.

At 26, Michele Alboreto was the find of the 1982 season. A sensible, thinking driver, he's almost certainly on the verge of a great career in motor racing. He is proof that maturity doesn't necessarily come with age. His powers of analysis, the clarity with which he views his task and his honesty remind some people of Gilles Villeneuve. Indeed, many people see him as a future Ferrari Grand Prix driver, but Michele's feet are planted firmly on the ground: *"I won't believe that until I've signed the contract."*

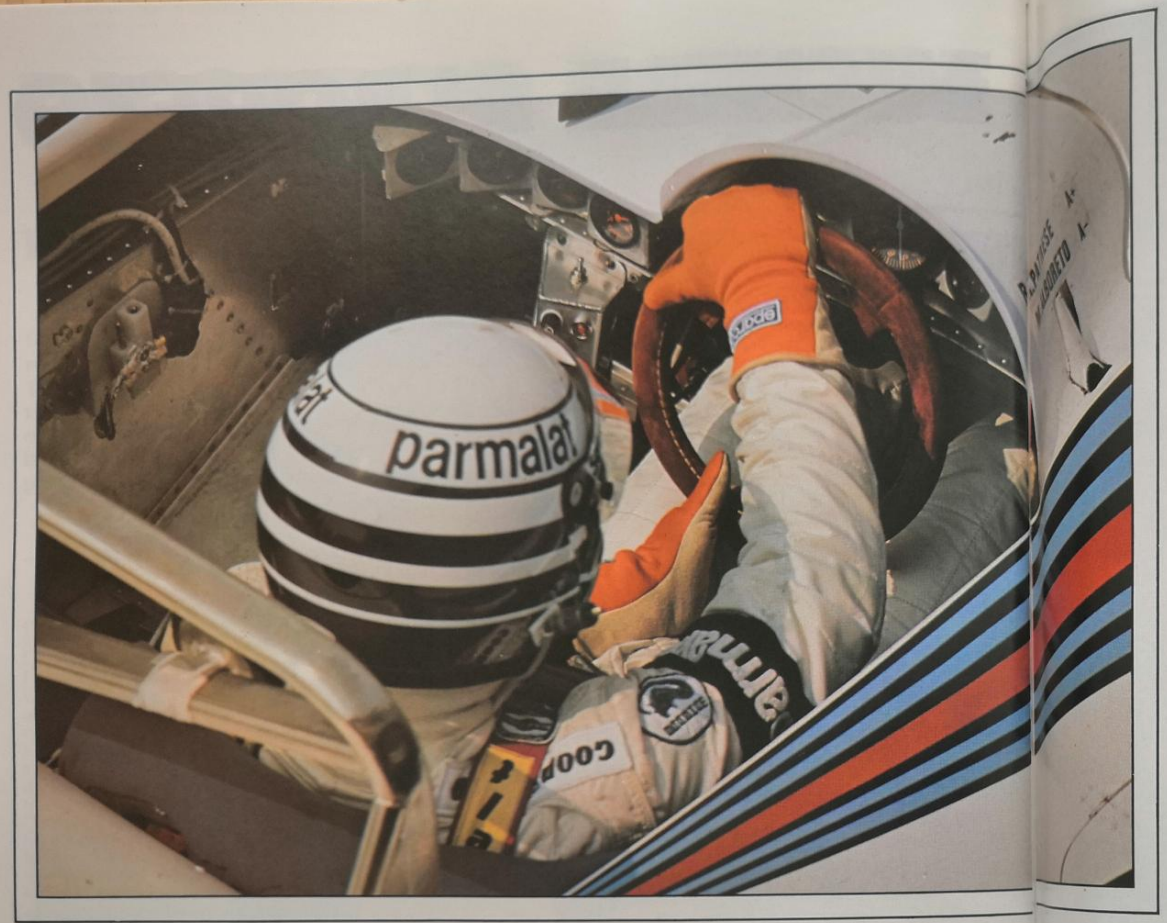
Racing in endurance events poses no problems for Michele, even though he accepts that he has had a much busier season than most of his Formula One colleagues: *"I've been driving in endurance and single-seater races for three years now, so I'm used to having busy seasons. I enjoy the competition and I think it widens a driver's experience. I don't believe in a driver limiting himself to a single type of racing."*

We may agree with him, but what if Lancia asked him to try his hand at rallying? *"Why not? I'd be quite happy to drive in a rally, although I wouldn't like to predict a result. Actually, I'd quite like to drive in a rally. Remember Carlos Reutemann on the Codasur? He surprised a few people!"*

Does Michele find it tiring to race in both endurance events and Grand Prix? *"Yes, endurance races are tiring because by definition, they're longer. You really feel it if you have a Grand Prix the following week-end. All the same, I try not to drive too much at night. That's not because I don't like driving at night, but because it takes you longer to get over it. The close proximity of Grand Prix means that you have to recuperate very quickly from each race. That's why I drive as much as possible during the day, and as little as possible at night. But, as I say, it's not a question of taste but one of necessity."*

Formula One races are of a sprint nature of course, while an endurance event calls for a more regular pace. Does Michele find it hard to adapt to a rhythm slower than that of which he is capable? *"In some cases, yes. But as Cesare Fiorio says, it's easier to make a hare walk than*

It's been Michele Alboreto's year. He has shone in Formula One, rounding off his Grand Prix season with a fine win in Las Vegas, and he at one time lead the World Endurance Championship for Drivers. (Photo: B. Asset)



Riccardo Patrese scored his first Grand Prix win in 1982, and admits that his first love is Grand Prix racing. But at one time he was also leading the World Endurance Championship, and admits that he was very disappointed not to win the series. He will be back next year, but not at Le Mans, a race he finds unnecessary. (Photo: B. Asset)

to make a tortoise run. But the races this year have been so competitive that I don't remember ever actually easing off."

Michele Alboreto just failed to win the World Endurance title this year. Was he very disappointed not to be champion? *"Yes, very disappointed. With just a little more luck, I would have won more races, Spa for example. It was crazy to lose points for what appeared to be a breakage but wasn't. But sometimes circumstances are against you. I knew that I'd lost the title in Japan when the car got away from me. And then there were retirements for quite ordinary reasons, the electrical problem at Monza for instance. I feel sore about those when I look back at them now."*

Alboreto is particularly sensitive when it comes to the atmosphere in endurance racing, especially concerning those close to him. *"It's a lot more relaxed than Formula One, much more sane. Races are longer and demand consistency, but there's much less tension than in F1. You can chat and have a good time."* Generally speaking, would Michele admit that it's a more human and pleasant series? *"Exactly, in Formula One, there's a lot more tension, and we have to work that much harder in a lot less time. It's a lot calmer in endurance racing, more a team effort."*

Is Formula One too influenced by financial concerns? *"Not when it comes to me it isn't!"* replies Alboreto with a laugh, Clearly Michele isn't yet earning a star's wage.

But he'll be back in endurance racing again next year, driving the new Ferrari-Lancia-Martini. An increase in power and a roof over his head doesn't worry Michele however. *"The important thing is to be enthusiastic about one's job. Mine is to drive. I derive deep satisfaction from driving, and I must admit I make quite a good living at it as well. I'm lucky to be able to realise my dreams. Not everyone has that opportunity. But one has to work at one's job. Endurance racing often puts greater emphasis on the car than the driver, but the driver can still derive the same satisfaction as in F1: that of having done a job well. I really like endurance racing. I drive because I enjoy it."*

But it's a view which Riccardo Patrese doesn't share. Patrese and Alboreto are not similar. The former is more shy, and therefore more reserved. He's always said that he prefers Formula One. Alboreto is a more diverse driver in the old-fashioned sense, more a Jacky Ickx than a James Hunt for instance. Patrese, on the other hand, comes from the newer but colder school where drivers banish all emotion from the job. For him there has to be a good reason to drive for Lancia in endurance events. In his case, there are two reasons: the money and personal publicity at home. But Formula One is still his preference. *"They're two entirely different disciplines, although you can derive the same satisfaction from them. But in the end, I'm a single seater man. I prefer Formula One, where you do your utmost for two hours or so. Endurance racing means thinking about tactics, about preserving the car, and not about pure speed."*

Does that mean he feels limited in endurance racing? *"No, not really, particularly as this year I feel that the races have been more like Grand Prix over 1000 kilometers intead of 300 kms. And over that distance, there are a lot more deciding factors: your teammate, fuel stops, all those things. In a Grand Prix there's just you and the car, end of story. Sure, the team and the way you work with them has some influence before the start of the race, but once the flag drops you're on your own. I don't feel limited nor frustrated in endurance racing, I just prefer Grand Prix and if I had to chose, I'd opt for Formula One".*

Poor Patrese lost the World title in the final laps of the final race. Ickx's drive in the gathering gloom at Brands Hatch, Teo Fabi's desperate resistance is still too fresh in his memory. *"It's enormously rewarding to be a World Champion, and to lose the title by a few seconds is something that isn't easily forgotten. But it's all over now. That's racing, even if it is a better pill to swallow. If one has lost with honour, one has to be dignified in defeat. We came second, but next year we'll be doing everything to win."*

But Patrese has gained considerable experience from his endurance racing. *"Even a veteran with more than 300 Grand Prix to his name has something to learn. I feel that driving in the World Endurance Championship has been positive."*

The Lancia team has certainly had its ups and downs during the season, with both high and low spots. *"I think I felt the most satisfaction at the Nürburgring. I had a big accident during practice, and then won the race. The worst race? I think that would be Mugello. I was leading the championship and we did all we could to win that race. I even had the choice of three cars. I had every chance of improving my points score. But out of the three cars, it had to be mine which stopped. I think that's where I lost the championship. You could say that it was at Fuji, but I made a driving error there, that wasn't bad luck."*

And what of Brands Hatch? *"That was a worrying race. You know what happened. We've been blamed for having chosen intermediate tyres at half distance which lost us the race. But at that stage it looked like rain and we gambled on rain. We could have been right, but instead the track dried and we had made the wrong choice. It could have gone either way: Porsche could have made the wrong choice. We stopped first and lost, but it could have been the other way round. No, believe me, I lost the championship at Mugello."*

At Le Mans, neither Alboreto nor Patrese drove much at night. We've already heard Alboreto's reason for this; here are Patrese's: *"There's not a lot to say apart from that I won't be doing Le Mans in 1983. I just don't like that race for a variety of reasons. I don't like the circuit, I don't think it's safe and I don't like the organisers. As far as I'm concerned, you can forget Le Mans."*

Riccardo is obviously anti-Le Mans, but he's also against 24 hour races. *"A 24 hour race is too dangerous and tiring, particularly for those who aren't used do driving competitively at night. It's too long. And it isn't really a speed race, you just go round and round in order to finish which appears to be the main aim, no matter what the speed."*

There's another aspect to the 24 hour format that Patrese dislikes: the mixture of drivers of varying experience. *"It's really a very negative factor which jeopardizes safety. And talking of safety, the rules don't actually forbid one from building downright dangerous cars. Thank heavens the Lancia men have our well-being at heart, as you'll be able to see on the new car. But some of the cars are really dangerous, even though they conform to the regulations. Drivers have fought for safety in Formula One and have succeeded. Unfortunately, there aren't enough F1 drivers in endurance racing, and most of them only drive occasionally so few people are really aware of the problem. But then the people who make up the rules shouldn't really have to wait until the drivers begin to protest before they make the cars safe."*

And finally, Alboreto and Patrese agree on one point: the circuit which is the most rewarding in terms of driving. Without doubt, both drivers agree that it is the Nürburgring. Patrese, in particular, is sorry to see it go. *"It isn't the safest of circuits but I think most drivers enjoy racing there. I was the last driver to win the classic sports car race there, and I feel that is an honour. Now we have to resign ourselves to its demise. It's a shame but inevitable. Now we can only enjoy Spa and Mugello. But it won't be the same without the Nürburgring. Nothing could ever replace the 'Ring'."* □

GROUP C EXPLAINED

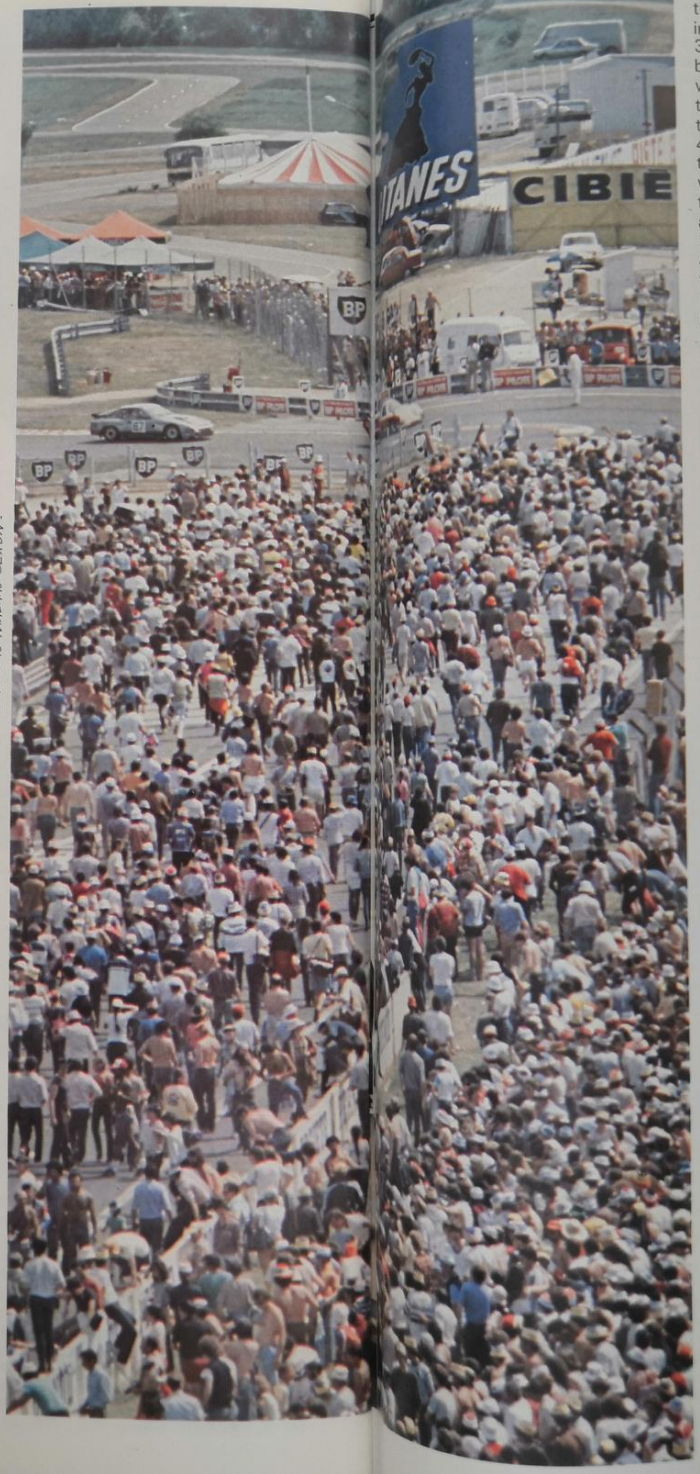
What is a Group C car? How does it differ to Group Six cars? What is Junior Group C? How do FISA hope to affect fuel economy? How much does an Endurance champion receive?
All these questions and more are answered in our layman's guide to the regulations laid down by the Federation Internationale du Sport Automobile.

by Didier Braillon

At first Group C might seem very free: one-off chassis fitted with engines of any size although limited by fuel consumption requirements.
But the car must not be more than 480 cms long, 200 cms wide and its height (taken at the top of the windscreen) must be between 100 and 110 cms.
Then there are some complicated overhang regulations governing either end of the car. If one takes A as being the wheelbase, B as being the overhang in front of the front wheels and C as being the overhang behind the rear wheels, the difference between A and B should not be less than 80 per cent of A, while the difference between B and C, or C and B should not exceed 15 per cent of A. Complicated – but here's an example: if A (the wheelbase) is 250 cms, then the overhangs at front(B) and rear(C) should not be more than 50 and 87.5 cms respectively.

GROUP C: TEN GOLDEN RULES

1) the engine should be manufactured by a company which has either a Group A (saloon) car or a Group B (grand touring) car homologated. The engine's size and induction (normally aspirated or turbocharged) are free. The engine's manufacturer has to be mentioned first in the car's description, i.e: Ford Rondeau.
2) the maximum capacity of the fuel tank is 100 litres and it must be positioned in front of the cockpit and not more than 65 cms from the longitudinal axis of the car, between the front and rear axles. This rule is intended to make the tank less vulnerable in case of impact.
3) ground effect is limited by a flat area beneath the car which must be 80 cms wide and 100 cms long, starting behind the front axles. No suspended part of the car may be lower than this flat area.
4) there should be only two doors, and they should not be less than 50 cms wide at their lowest part, and not less than 30 cms high, in order to improve accessibility.
5) side windows should be not less than 40 cms wide and 25 cms high, in order to favour visibility.
6) the one piece windscreen should not be less than 100 cms high.
7) the minimum cockpit width at the driver's elbows is 130 cms.
8) the driver and his theoretic passenger should both have available to them an identical area of 750 square cms with a minimum width of 25 cms measured from the pedals to the vertical axis of the steering wheel. This rule is augmented by a further safety rule which demands at least 30 cms of protection in front of the driver's feet.
9) while the wheels' diameter is free, with tyres fitted, they must not be more than 16 inches wide.
10) all aerodynamic additions (front and rear wings for example) are included in the overhang regulations (previously described as A and B) and the maximum height of 110 cms.



JUNIOR GROUP C

After one year of the new Group C rules, FISA has decided to add a further division to the category: Junior Group C. This differs in two major points to the original specification. Minimum weight for Junior Group C is 700 kilos against 800 for the bigger cars, while fuel capacity for Junior Group C is 55 litres, as against 100 litres. The aim of the new class is to favour the development of light and economic racing cars, which in turn will allow the Endurance championships to influence research into fuel economy.
A Junior Group C car will have a theoretic 330 litres of fuel available to it at the start of each 1000 kms race. That is made up of fuel taken on at the five permitted refuelling stops, plus a full tank at the start. This means that its fuel consumption will have to be 8.56 mpg. However, over a 1000 kms race, a Junior Group C car will have an advantage of five minutes over a normal Group C car. The reason for this is that fuel is delivered at the rate of 50 litres a minute, but because of its smaller fuel tankage, a Junior Group C car's tank will take a minute less to fill per stop.

PRIZES

Each organiser of a championship round has to provide a minimum prize fund of 25,000 dollars, £15,151 at an exchange rate of 1.65 dollars to the £. Furthermore, each organiser also has to contribute 10,000 dollars (£6060) to FISA's championship prize fund.
If there are eight championship rounds, then FISA will have 80,000 dollars (£48,484) available, 60 per cent of which will be distributed to the ten best drivers in the World championship, and 40 per cent of it will go to the ten best drivers in the European Championship. In each of these two championships, this prize money is further divided thus: 1st in the series receives 30 per cent of the money, 2nd gets 20 %, 3rd gets 15 %, 4th gets 10 %, 5th gets 8 %, 6th gets 6 %, 7th gets 5 %, 8th gets 3 %, 9th gets 2 %, and 10th receives 1 %.
Consequently, if there are eight rounds in each championship, then the following prize money is available to the various successful drivers:

	World Endurance Championship for Drivers	European Endurance Championship for Drivers
1st	14,400 dollars(£8727)	9600 dollars(£5818)
2nd	9600 dollars(£5818)	6400 dollars(£3878)
3rd	7200 dollars(£4363)	4800 dollars(£2909)
4th	4800 dollars(£2909)	4200 dollars(£2545)
5th	3840 dollars(£2327)	2560 dollars(£1551)
6th	2880 dollars(£1745)	1920 dollars(£1163)
7th	2400 dollars(£1454)	1600 dollars(£969)
8th	1440 dollars(£872)	960 dollars(£581)
9th	960 dollars(£581)	640 dollars(£387)
10th	480 dollars(£290)	320 dollars(£193)

RACE REGULATIONS EXPLAINED

– each team should comprise a maximum of three drivers.

– races of 1000 kms or less must be preceded by three hours of timed practice (two sessions of 90 minutes); there should be eight hours of practice (two sessions of four hours) for races of more than 1000kms.

– qualification for a race is reached by setting a time within 130 per cent of the average of the fastest three cars. This rule was applied at the 1982 Le Mans 24 Hours when the average was 3m 29.456s which in turn resulted in a qualifying maximum of 4m 32.292s. In fact all 55 cars were within this limit, the slowest having set a time of 4m 20.81s.

– at each race, the refuelling rules are the same, whether this is operated through a central system, as at Le Mans, or each pit has an individual system. Fuel may only be delivered at the rate of 50 litres a minute, which means that each of the current Group C cars will stop for around two minutes as current cars have capacities of 100 litres. Five refuelling stops are allowed in 1000 kms races, necessitating a fuel consumption of around 4.7 mpg. Twenty-five stops are allowed in 24 hour races, making a maximum of 2600 litres available.

– oil may only be added every 330 kms, which, at Le Mans, means every 25 laps.

– a 1000 kms race may not last longer than six hours, and may be shortened if poor conditions cut the average speed. □

WORLD ENDURANCE CHAMPIONSHIP FOR MAKES

Final results		Monza	Silver-stone	Nürburg-ring	Le Mans	Spa	Points total
1	Porsche	–	20	15	20	20	75
2	Ford Rondeau	20	12	20	8	10	70
3	Aston Martin	–	10	–	10	4	24
4	Peugeot-WM	15	6	–	–	–	21
5=	Ford	–	8	–	–	2	10
5=	Ford Sauber	–	4	–	–	6	10
7	Ford Lola	–	3	–	–	–	3
8	Ford Cougar	–	–	–	–	1	1

WORLD ENDURANCE CHAMPIONSHIP FOR DRIVERS (first 20)

Final order		Points total	Final order		Points total
1	Jacky Ickx (B)	95	11=	Jean Michel Martin (B)	22
2	Riccardo Patrese (I)	87	11=	Philippe Martin (B)	22
3	Derek Bell (GB)	70	11=	John Fitzpatrick (GB)	22
4	Teo Fabi (I)	67	11=	David Hobbs (GB)	22
5	Michele Alboreto (I)	63	15	Pier-Carlo Ghinzani (I)	21
6	Henri Pescarolo (F)	61	16	Luigi Moreschi (I)	18
7	Jochen Mass (D)	55	17=	Corrado Fabi (I)	16
8	Giorgio Francia (I)	48	17=	Alessandro Nannini (I)	16
9=	Vern Schuppan (AUS)	30	17=	Gordon Spice (GB)	16
9=	Rolf Stommelen (D)	30	20	Ted Field (USA)	15

Provisional 1983 calendar (to be confirmed by FISA on December 17)

World Endurance Championship for Makes (Group C) and World Endurance Championship for Drivers (Groups C, C Junior and B)

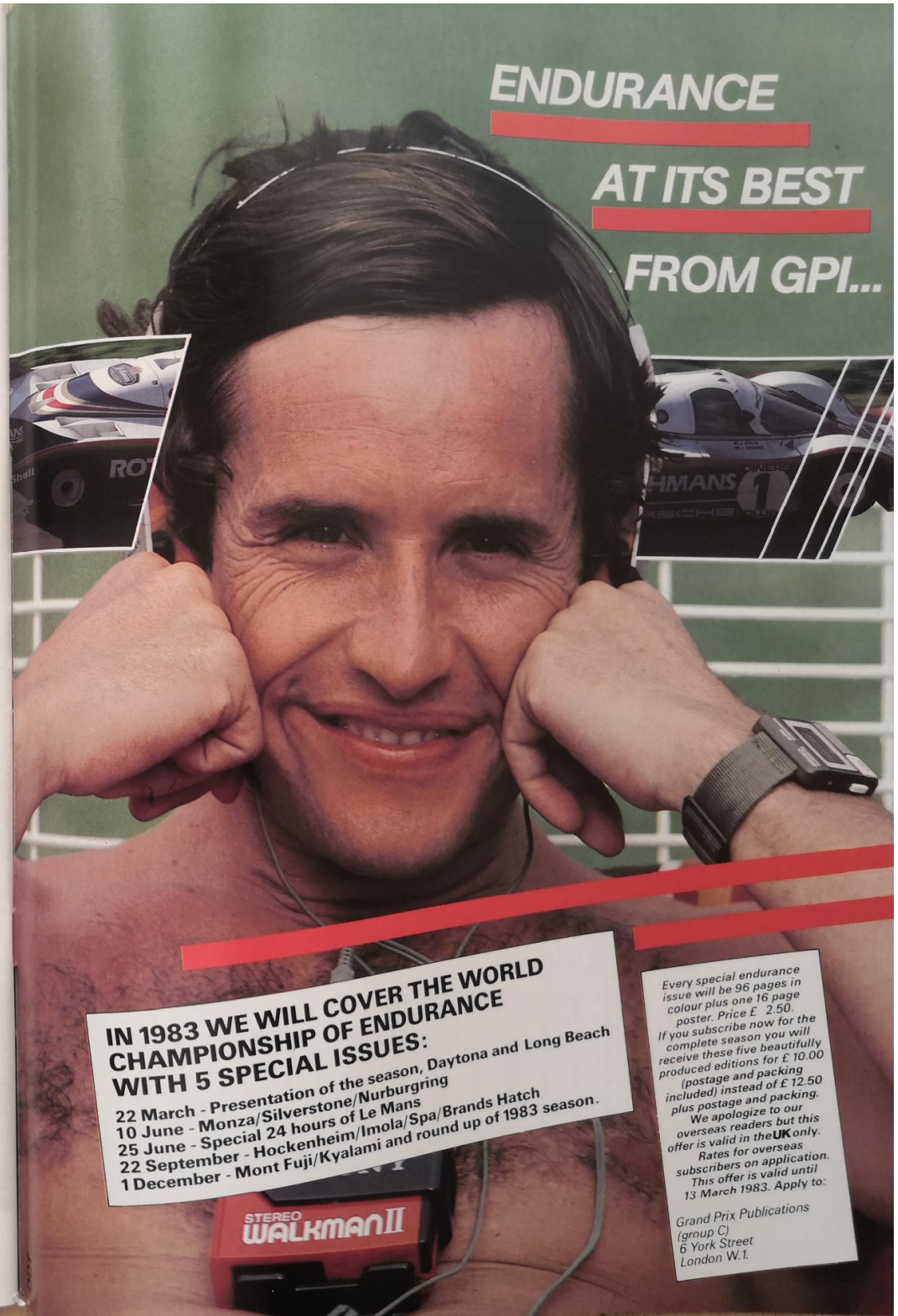
March 20: Long Beach (USA) reserve
April 10: Monza (I)
May 8: Silverstone (GB)
May 29: Nürburgring (D)
June 18/19: Le Mans (F)
July 30: Kyalami (ZA)
September 4: Spa (B)
October 2: Mount Fuji (J)

European Endurance Championship for Drivers (Groups C, C Junior and B)

March 20: Monza (I)
May 8: Silverstone (GB)
May 29: Nürburgring (D)
June 18/19: Le Mans (F)
August 21: Imola (I) to be confirmed
September 4: Spa (B)
September 18: Brands Hatch (GB)

Points scale for World Endurance Championship of Makes, World Endurance Championship for Drivers and European Endurance Championship for drivers:
20 pts for 1st, 15 pts for 2nd, 12 pts for 3rd, 10 pts for 4th, 8 pts for 5th, 6 pts for 6th, 4 pts for 7th, 3 pts for 8th, 2 pts for 9th, 1 pt for 10th.

The two Drivers' championships are subject to bonuses: drivers will be awarded two bonus points if they're driving a Junior Group C, and three bonus points if they're driving a Group B car.
Only the best placed car of each engine manufacture will score Manufacturers' points in the World Endurance Championship for Makes.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